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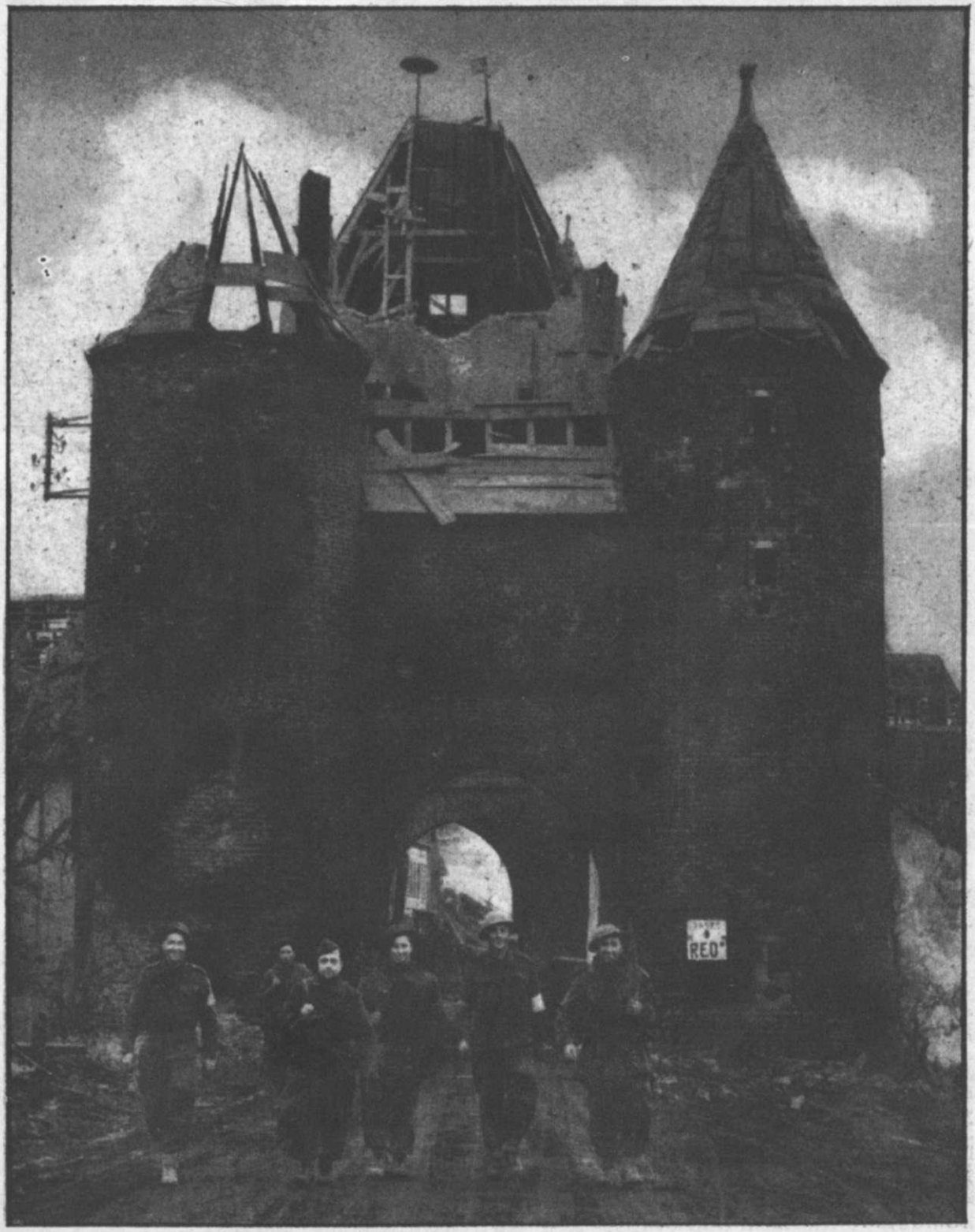
SIXPENCE — Edited by Sir John Hammerton — APRIL 13, 1945



THROUGH THE SHATTERED MEDIEVAL GATEWAY OF XANTEN, ancient Rhineland town founded by the Romans, a German prisoner is seen being marched under British guard. The town was entered by a battalion of Somerset Light Infantry on March 8, 1945. Capture of Xanten meant the wiping-out of the Wesel pocket and the line-up of the Allied armies along the west bank of the Rhine on an unbroken front from Arnhem to Coblenz.

Photo, Associated Press

On the Eve of Last Big Battles in the West

JETTISONED BY THE WEHRMACHT fleeing across the Rhine, the limber of this wrecked gun (1) provided a firing-point for troops of the Canadian 1st Army street-fighting south-west of Wesel (taken on March 24, 1945). A Nazi medical-aid party surrendered to men of the U.S. 87th Division (2) who entered Coblenz on March 16. When Field-Marshal Montgomery visited British and Canadian troops in the Nijmegen area in February he talked with Lieut.-Gen. B. G. Horrocks, C.B., D.S.O. (3, centre) commanding the 30th Corps, and Maj.-Gen. G. I. Thomas, G.O.C. the 43rd Division. A hefty Canadian in this sector was dwarfed by a German Jagd-Panther tank (4) knocked out by one of our 17-lb. shells, which had completely stripped its track.

Photos, British Official, I.N.A., Planet News

Seeing the War at First Hand

WHY OUR SOLDIERS ARE FITTEST IN THE WORLD

The Marvel of Britain's Field Medical Services described

by Captain NORMAN MACMILLAN, M.C., A.F.C.

No one who has studied the present war can fail to be struck by the relatively low fatal casualty rate in the British and United States land forces. This is not due solely to the kind of war that is now fought, which offers the protection of armour to a large percentage of the fighting troops. Indeed, the armour has brought in its train the inevitable counter-weapons of long-barrelled high muzzle-velocity guns that can smash through the armour, and flame-thrower tanks with both long-range and short-range flame projectors, and landmines.

And the fact that fatal casualties at sea have risen while their incidence on land has decreased is in itself significant. The reason is to be found in the modern organization for the collection and care of the wounded, which has made a remarkable reduction in the number of men who succumb to wounds.

The first thing I noticed in the battlefields to the east of Nijmegen was their extreme cleanliness. The recollection of the nausea occasioned by the smell of putrefying flesh, that was so common an experience of those who visited the front areas in the First Great War, was not revived by a visit to the fighting area on the Dutch-German frontier. Mud there was in abundance. The dirt roads were mud canals along which vehicles ploughed their way axle-deep, relying often on their four-wheel drive to pull them through. The men's clothes and faces were mud-bespattered, but when it dried it made an excellent natural camouflage.

BUT, though there was mud, and water, there was an absence of odour of death. In this modern mobile warfare, conducted in a series of wave-like advances, the Red Cross can conduct its work far more swiftly than it could in the stagnation of the trench warfare of the First Great War. Today, Red Cross trucks can often drive right up to the wounded. I saw Medical Officers driving up through Krannenburg in armoured Red Cross trucks. Each battalion has its own mobile medical section. No longer do the wounded have to lie in the pitiless sun as they did in the soldiering days of which Kipling wrote, or in the merciless rain of the last Flanders war.

Surgical Centres in Forward Areas

They are picked up quickly, given first aid, and sometimes a blood transfusion, loaded into stretcher-carrying trucks (when they are lying cases) and taken swiftly back to the Casualty Clearing Station. I saw light little Recce (reconnaissance) cars moving back fast with a couple of canvas-covered stretcher cots mounted on the roof and projecting over the body both in front and rear, passing through a procession of transport that pressed forward to the fighting front—tanks with 6-pounder and 17-pounder guns, supply trucks, self-propelled 25-pounder guns, half-track White scout cars, close-support and distant flame-thrower tanks, mine-clearing flail tanks, M.10 U.S. mobile guns, 25-pounder mobile guns, Ducks.

Mobility has made it possible to take the surgeon to the wounded, by the establishment of advanced surgical centres in the forward areas. Their curative work is aided by penicillin and sulphonamide drugs for the control of infection ; and by the blood transfusion service which enables a wounded man to be brought up to the strength required to stand an operation. Even after an enormous loss of blood a wounded man can be restored to life by the promptness and adequacy of a transfusion. In the First Great War such cases would probably have been fatal.

The Army Blood Transfusion Service has a base headquarters, advanced blood-bank, and the field transfusion units which work with the forward surgical centres. Blood is supplied in three forms—stored blood which, with refrigeration, can be kept for about a month ; fluid plasma and dried plasma (plasma being the colourless coagulable part of blood wherein the corpuscles float). Plasma, especially dried plasma, remains constant without need for refrigeration ; dried plasma only has to be dissolved in saline or water to make it ready for use. Plasma requires no grouping test for compatibility, as does blood, and it can therefore be administered to anyone without troubling about his blood group.

But, in cases of heavy blood loss, a proportion of blood must be given in addition to plasma, to reintroduce the necessary oxygen-carrying power of blood, and in this case blood compatibility tests must be made. Blood supplies are sent by air from the United Kingdom. When necessary they can be dropped by parachute, with the blood supply packed in airborne round wicker baskets fitted with shock-absorbing inserts. In the war zone one can see the Red Cross refrigerator wagons, marked Blood Bank, on the move distributing their supplies, which are carried in bottles about the size of beer bottles.

INTERLINKED with these modern services for the care of the wounded are Mobile Field Hospitals and the Air Evacuation Units. I visited a Mobile Field Hospital situated in a French town, This M.F.H. is a R.A.F. establishment under the command of Squadron Leader G. Gray. Sister Long, with rank equivalent to Flight Lieutenant, is the senior sister of the P.M.R.A.F.N.S. nursing side. This mobile hospital handles both R.A.F. and Army casualties, and can move at 24 hours' notice, carrying its own supplies,

KRANNENBURG, GERMAN FRONTIER VILLAGE, SOUTH-EAST OF NIJMEGEN, had been badly damaged by the 2nd Tactical Air Force when Captain Norman Macmillan, M.C., A.F.C. (centre), Air Correspondent of "The War Illustrated," watched tanks and transport of Gen. Crerar's Canadian 1st Army pass through, shortly after its fall on Feb. 8, 1945. This was the opening of the offensive which secured Cleves, the Reichswald Forest, Goch and Xanten. The present article is the second in the series describing Capt. Macmillan's visit to the Western front.

tented accommodation and stores. It has its own transport section with 14 Bedford trucks, six ambulances, two car vans, two water bowsers, two 15-cwt. utility vans and one jeep. It has its own sanitary squad. Its normal field establishment is for 100 cases, but it is capable of carrying 150, and in the town where it was when I saw it, it could expand to take 400.

The wards were bright. Each had a solarium at one end. The patients looked as happy as any I have seen. They were obviously well-cared for. Some were reading, some smoking. They looked up with a smile as we passed. In one ward a radio receiver was playing softly. We met one patient who had come out of a ward and was shuffling along a corridor, slowly. "Where are you going?" asked the C.O. The patient smiled but did not seem to know. "You'd better get back to bed," said the C.O. Still smiling, the patient turned and shuffled back. The C.O. told me, "He's just had a shot of penicillin. It often affects them like that."

From R.A.F. Wings and three Army hospitals—one Canadian, one British, and one Scottish—cases for evacuation come to the hospital. (During the severe winter weather the hospital dealt with 250 men of the Pioneer Corps who were sick.) The day's patients arrive at about 11 to 11.30 a.m. The nominal roll is examined and the serious cases are seen first, then the stretcher cases, and finally the walking cases.

The transport aircraft land at an aerodrome nearby, and by 11.55 a.m. aerodrome control can say how many planes are there and if flying will or cannot take place. Stretcher cases may remain in the ambulances unless there is no flying, when they can be taken in. The longest time of hold-up was six days during which bad weather prevented flying. The dangerous abdominal wound cases receive special attention, and are kept for 10 days before flying. Pilots avoid bumpy air, but generally fly low—1,000 to 2,000 feet—so that patients will not suffer from any marked change in atmospheric pressure. All aircrew members of the R.A.F. automatically go back to the United Kingdom when they are involved in an accident that results in injury. Erks go back if likely to be off duty for over three months.

I heard great praise of Archibald McIndoe, civilian consultant in plastic surgery to the R.A.F., for his work on facial maxillary (jawbone) injuries; and of Reginald Watson-Jones, civilian consultant in orthopedic surgery to the R.A.F. There is no doubt that the British medical service is far ahead of the German. British airfields have their own disinfectors. Army and R.A.F. have mobile laundries. But when we overran France and Belgium about 50 per cent of the Jerry mattresses were found lousy. At Tournai about 2,000 German patients were under the care of two doctors, and many were in a terrible state, some even maggoty. German amputations are done by guillotine driving straight through the limb, with no flaps. With abdominals they shoot in serum (the non-coagulable liquid constituent of blood) and leave things at that, without worrying.

I talked with Flight-Lieut. D. H. Drummond (from Bethlehem, Orange Free State) in his mobile dental surgery, in which he spent half the week in one town and the other half in another town, taking the surgery half-way to the patients. The dental laboratory at the M.F.H. makes about 20 to 30 false teeth sets a week. In the mobile surgery Flight-Lieut. Drummond deals with about 300 to 400 dental patients a month. He is responsible for about 1,700 men, serving both the R.A.F. and the Army.

FROM BATTLEFIELD TO OPERATING TABLE. British stretcher-bearers brought in this Canadian 1st Army casualty (1) during the big offensive east of Nijmegen in March 1945, when quagmire roads prevented the use of vehicles. A stretcher case lights a cigarette (2) while waiting at the hospital reception-centre for a bed. Surgeons operating at a British forward hospital (3); the inverted flasks suspended at either side of the table contain blood plasma and penicillin ready for use. *Photos, British Newspaper Pool, Keystone*

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

WHEN I wrote last the Allies had successfully carried through the first phase of the final Western offensive. Nevertheless, the enemy still possessed very large forces, his picked troops were still fighting fanatically, and those of inferior quality could be coerced into putting up formidable resistance so long as they were under control. In these circumstances it was clear that before the next major phase of the offensive could be launched, with a reasonable prospect that it would prove irresistible and decisive, a considerable amount of "tidying up," to borrow Field-Marshal Montgomery's phrase, required to be done, including the softening processes of the air offensive, the elimination of such enemy force as retained nuisance potentialities and could be dealt with in detail, the establishment of threats which would force the enemy to disperse his available forces, and the build-up of resources on a scale which would enable the final blow to be delivered and "followed through" with maximum power.

We are told from day to day what air power is doing, and it is certain that it must be steadily reducing the enemy's material resources and affecting his power of movement, although apparently not yet to a decisive extent. We have learnt, in his territory that has been occupied, what amazing measures he had taken to reduce the effect of air attacks on civilian morale and interruption of work. Presumably much vital machinery has also been well protected. Nevertheless, at best he can only slow down the cumulative effect of air attacks and cannot give anything approaching complete protection, his transportation system in particular remaining vulnerable. It is easier to assess definitely the progress and importance of preliminary land operations.

ANNIHILATION Threatens German Army Groups in East Prussia

In the east the German Army in East Prussia has been split in two, and with their backs to the sea by which there is little chance of escape. The two groups, crowded into small areas, are approaching complete annihilation. In the Danzig region and in the small part of the Polish corridor still in German hands the position is very similar, although a partial evacuation by sea is probably still feasible since the encircled groups are receiving some support from German warships, and there are very strong rearguard positions available. There have, however, as yet, been no signs of evacuation, although continued resistance would seem to serve no military purpose except so far as it denies the use of the Danzig and Gdynia ports to the Russians, and of course contains part of Rokossovsky's attacking army.

BETWEEN the Gulf of Danzig and the Oder estuary inclusive, the whole of east Pomerania has been cleared. Zhukov's right flank is therefore completely protected, and he is probably in a position to force a crossing of the Oder in the neighbourhood of Stettin should that be part of his plan. By the capture of Kustrin, the only bridge-head the Germans still held on the east bank of the Oder on the direct route to Berlin, he must have almost completed his preliminary operations. On Koniev's front, Breslau and Glogau still remain as serious blocks on his line of communication, but much of Breslau has been captured, and he also is ready for the final phase.

South of the Carpathians, Malinovsky has made important advances in Slovakia, but in the Lake Balaton region the Germans made a fierce and prolonged attempt to drive Tolbukhin back across the Danube. Tolbukhin, as might be expected from his record, evidently fought a skilful defensive battle, yielding little ground and inflicting heavy losses on the enemy. He is now reported to be taking the offensive again against an enemy who must have exhausted the greater part of his reserves.

IN the west, General Eisenhower's operations preliminary to his maximum effort have developed with more far-reaching effect than probably was anticipated, and it is evident that the disastrous consequences of Von Rundstedt's offensive are not yet exhausted. The preliminary operation that, after the Roer victory, had immediately to be carried through was the elimination of the Wesel bridge-head which the Germans still held with fanatical determination. It was an essential task, made difficult by the defensive possibilities of the position and the quality of the defending troops. Its successful accomplishment reflects credit on Montgomery's British, Canadian and American troops out of all proportion to the scale of the operation.

While that battle was in progress General Hodges was advancing southwards from Cologne towards Bonn, and General Patton was continuing to press eastwards through the Eifel and on both sides of the Moselle from Saarburg to Treves (Trier). His advance was characteristically energetic, but difficult passages of a series of tributary rivers involved heavy fighting, and the Rhine lay some 50 miles east of Trier with the intervening country hilly and wooded.

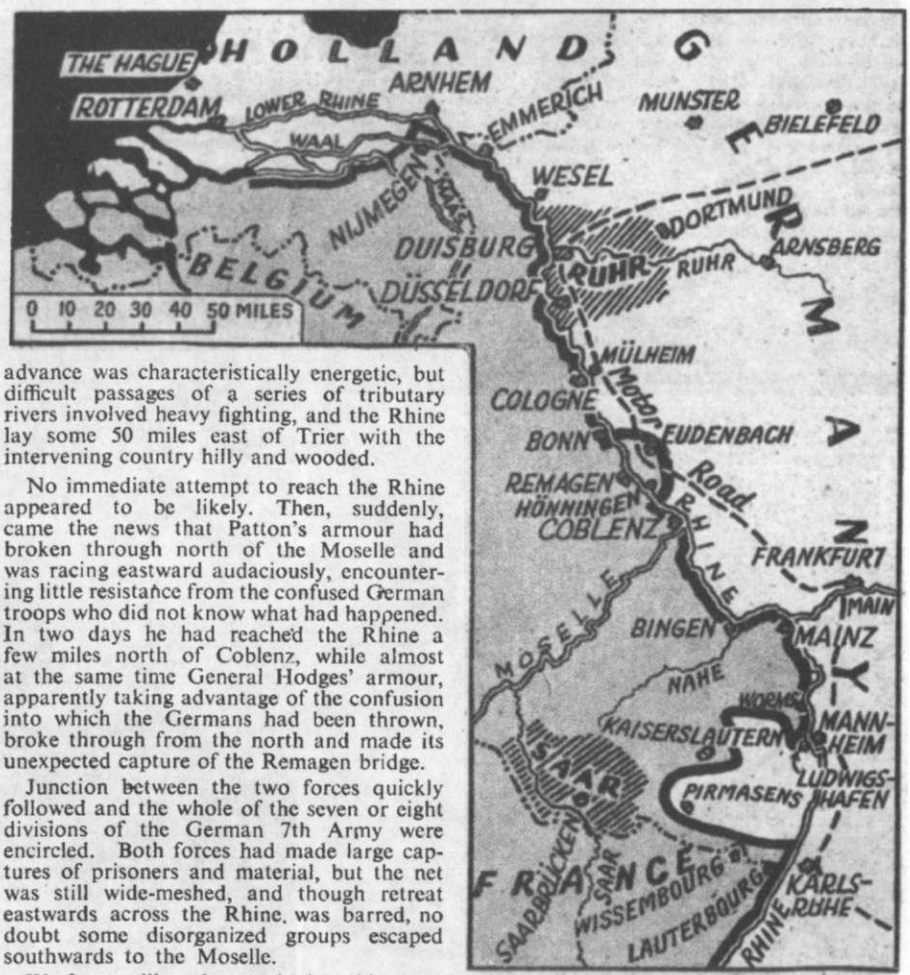
No immediate attempt to reach the Rhine appeared to be likely. Then, suddenly, came the news that Patton's armour had broken through north of the Moselle and was racing eastward audaciously, encountering little resistance from the confused German troops who did not know what had happened. In two days he had reached the Rhine a few miles north of Coblenz, while almost at the same time General Hodges' armour, apparently taking advantage of the confusion into which the Germans had been thrown, broke through from the north and made its unexpected capture of the Remagen bridge.

Junction between the two forces quickly followed and the whole of the seven or eight divisions of the German 7th Army were encircled. Both forces had made large captures of prisoners and material, but the net was still wide-meshed, and though retreat eastwards across the Rhine was barred, no doubt some disorganized groups escaped southwards to the Moselle.

We have still to learn whether this great coup had been deliberately planned and the possibility of the opportunity arising foreseen, or whether it resulted from a brilliant recognition of an opportunity at once seized and daringly exploited, first by General Patton and then by General Hodges. I believe it must have been the latter, and that neither general was working to a programme. Certainly the seizure of the Remagen bridge was unforeseen and resulted from the initiative of a junior commander on the spot. If I am right, all the more credit is due to those concerned for the enterprise displayed.

Generals Eisenhower and Patton have lost no time in exploiting success still further. Patton, having cleared the north bank of the Moselle, where the enemy were attempting to hold open an escape gap for 7th Army parties, forced a crossing of the lower reaches of the river and sent his armour racing through the dangerous defiles of the Hunsruck mountains, causing confusion and alarm on the enemy's communications with the Saar front. At the same time he intensified pressure from his Saarburg-Trier pocket south of the Moselle.

IN the south, General Patch's 7th Army and the French have launched their offensive, the date for which Eisenhower may have advanced. The Germans in the Saar region are therefore under attack from three directions with their communications in danger, and under intensive air attack. The situation has great possibilities, for unless they withdraw across the Rhine promptly there may be another disastrous encirclement with desperate attempts to escape under devastating air attack. As this situation develops, the Remagen bridge-head now well established and steadily expanding acquires greater value, and these southern operations may merge into and become part of the still awaited main offensive.



WESTERN FRONT ON MARCH 20, 1945, before the U.S. 3rd and 7th Armies had linked up along the Rhine from Mainz to Karlsruhe and mass crossings of the river had been made by all the Allied armies on this front.

By courtesy of The Evening News

Italians Join Us in Cracking Their Late Ally

ON THE 8th ARMY FRONT IN ITALY so hard was the going in the early spring of 1945 that ammunition for the Royal Artillery mountain regiments had to be brought up by mule-train (1). Royal Signals linesmen put through a test call after hasty repairs (2). In the Senio Valley, Sherman tanks were on reconnaissance (3) beside the river. There, Italian partisan troops, seen supported by our 4·5-in. guns (4) and riding on British tanks (5), were reported on March 6 in action with British and Polish forces. By March 20, Allied bombers having kept the Brenner Pass closed for 51 days were reported to be "starving out" the 300,000 German troops in N. Italy. See also page 768.

Photos, British Official

THE WAR AT SEA

by **Francis E. McMurtrie**

With the island of Iwo (Iwojima) firmly in American hands, it was to be expected that further operations would soon be undertaken by the United States Navy against objectives in Japan. Nor did the enemy have long to wait. On March 21, first day of what promises to be a dismal spring for the Japanese, it was announced that a task force under Vice-Admiral M. A. Mitscher had approached Japanese territorial waters closely enough to fly off from their carriers a large number of aircraft, estimated by the enemy at fully 1,400. These aircraft, besides attacking shore installations, sought out Japanese warships lying in ports of the Inland Sea and bombed them heavily.

Lying between the three islands of Honshu, Shikoku, and Kyushu, the Inland Sea may be regarded as the centre of Japan's maritime power. It provides some hundreds of miles of sheltered water, with numerous ports, including some of the largest in Japan. Osaka and Kobe, for example, are two of the biggest commercial cities, with extensive shipbuilding yards and a flourishing trade in peace time. Kure is a great naval arsenal, comparable with Portsmouth. Hiroshima, Wakayama, Okayama and Moji are other important places on the Inland Sea, Moji being at its western entrance and Wakayama near its eastern end.

DESPERATE Efforts by Japanese Aircraft to Reach U.S. Carriers

Preliminary reports indicate that in addition to destroying 475 enemy aircraft, the American planes succeeded in inflicting heavy damage on 15 or more ships, including the battleship Yamato, of 45,000 tons, two large fleet aircraft carriers, two smaller carriers, two cruisers, four destroyers and a submarine. Half-a-dozen cargo vessels were sunk. Desperate efforts were made by the Japanese aircraft to reach the United States carriers, and some hits were scored by the enemy, but only one American ship was badly damaged, and she managed to reach port under her own power. In all probability the Japanese warships were lying at Kure, where some of them may have been undergoing repairs after the mauling they received in the Battle of the Philippines last October.

It is believed that the Yamato is the only large modern battleship left in the Japanese fleet ; her sister ship, the Musasi, was sunk in the Philippines battle, and there is no evidence that any more ships of the type have been completed. In size and power they are comparable with the U.S. battleships of the Iowa class, the German Bismarck and Tirpitz (both sunk), or the British Vanguard, launched on November 30, 1944. All these are ships of about 45,000 tons displacement. The Yamato is reported to be 870 feet long, with an armament of nine 16-in., six 6·1-in. and numerous smaller guns.

How many aircraft carriers Japan has left cannot be determined failing more exact information of the number sunk. It is possible there are still three or four large fleet carriers of 30,000 tons or more, besides some of smaller size. One of the latter, it will be recalled, was seen to capsize during a recent American air attack on Yokosuka, the Japanese naval base in Tokyo Bay. There is nothing to prevent the United States Navy from repeating their attacks at frequent intervals, and as time goes on they are bound to be intensified. What are the Japanese to do ? Their own air forces are clearly incapable of repelling such heavy raids, and have already suffered heavily, according to official reports, in their attempts to do so.

One course would be to send the bulk of the Japanese fleet to some distant harbour such as Port Arthur, on the Yellow Sea, but this would merely defer the inevitable, while leaving the country without a fleet to protect its home waters. Another possibility is that the Japanese Navy, now that it is no longer able to lie in harbour free from attack, will take an early opportunity of seeking an action at sea with the United States fleets, despite its discouraging experience last October.

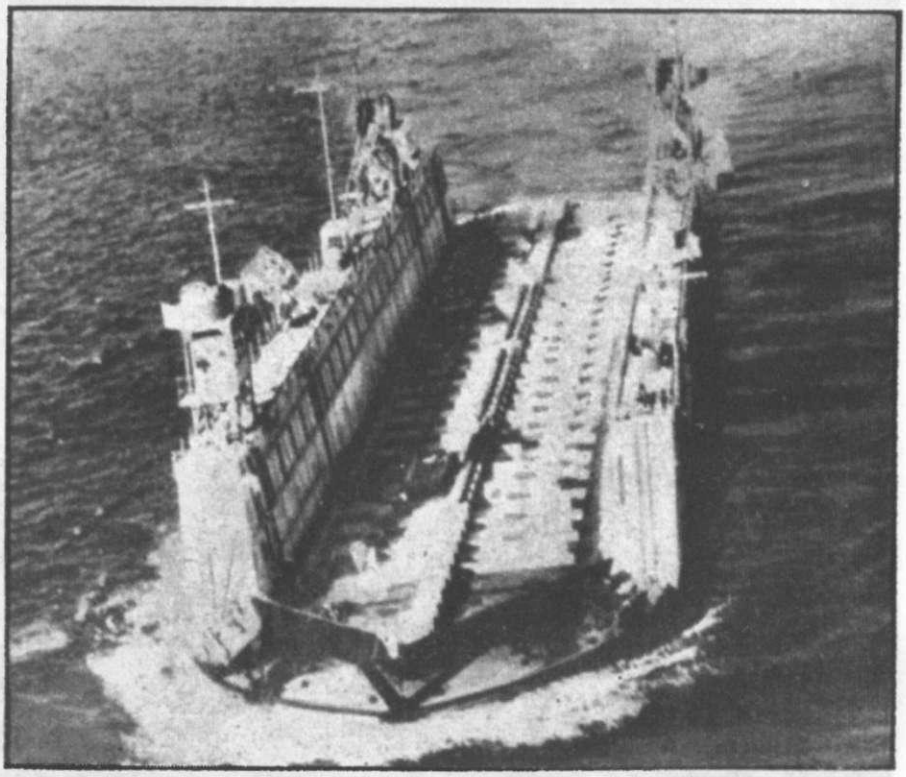
That great concern is felt by the Japanese High Command may be judged from the fact that within the last month three flag officers holding senior appointments in command of bases have been called upon to fill seats on the Naval Staff at Tokyo—or wherever the Naval Staff now sits. Evidently the views of as many experienced admirals as possible are being sought to enable a decision to be reached. Probably the immediate cause of these emergency appointments was the loss of Iwo after a desperate struggle that lasted for 26 days. An American official summary of the operations was recently issued, which states that in the conquest of Iwo the U.S. Marine Corps was called upon to fight under conditions which have had no parallel in the present war. With every natural advantage, the enemy had contrived a series of fortifications which approached absolute impregnability.

Had not the concentrated fire of half-a-dozen battleships, supported by vessels of other categories, been successfully used to beat down the island's defences long enough for the troops to gain a foothold, the taking of the island would have presented an almost insuperable obstacle. One of the biggest troubles was volcanic ash, which immobilized even tracked vehicles and turned them into motionless targets. Enemy artillery had been carefully ranged on every possible landing place, so as to interlock and mutually support the strongly defended pillboxes and other fortifications. There were underground labyrinths extending over many miles of passages, the result of years of military planning and construction. In fact, the defences were limited in depth only by the coastline of the island. (See illus. page 747.)

MAGNIFICENT Fighting Spirit of Marines Storming Iwojima

Its garrison was composed of specially trained units, taught to utilize every natural advantage of the island terrain. This is characterized by a tall volcanic cone, cliffs and deep gulleys, several commanding hills and a series of terraces rising from the beaches to plateaus and prominences, every one of which had to be stormed. All these obstacles were overcome by the magnificent fighting spirit of the U.S. Marines, who by March 21 had killed over 21,000 of their enemies. In winning this victory the American forces lost 3,189 officers and men killed, 441 missing, and 15,308 wounded. The escort aircraft carrier Bismarck Sea was sunk by Japanese planes on Feb. 21. Iwo was the toughest nut yet encountered in the course of the war in the Pacific, eclipsing Leyte, Saipan, Kwajalein or Tarawa.

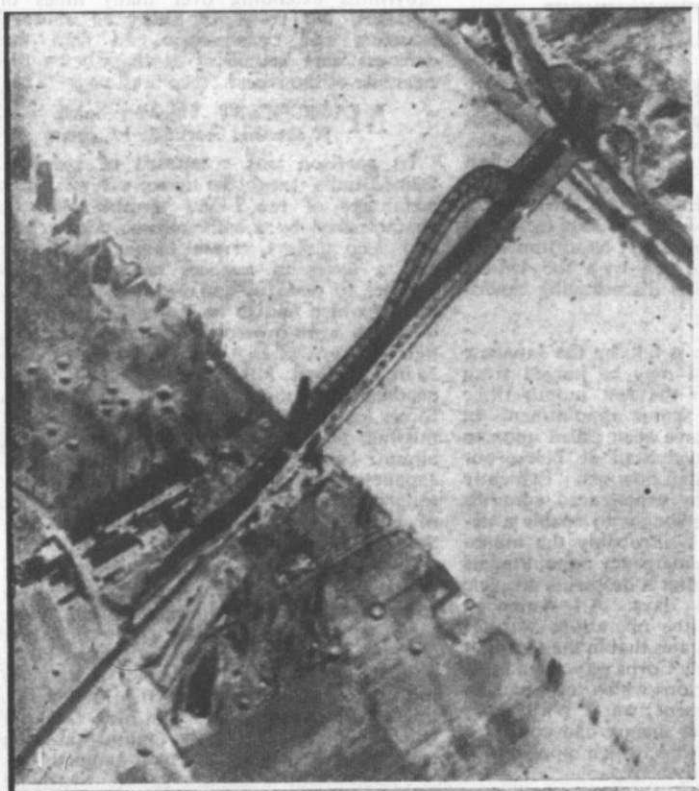
Though in a recent official broadcast it was suggested that naval news was no longer to be expected from the Mediterranean, there seems to have been a smart action, or rather a couple of actions, fought by two of H.M. destroyers off Cape Corse (Corsica) in the early morning of March 18. In the first, which opened shortly after 3 a.m., H.M.S. Lookout (Lieut.-Com. D. H. F. Etherington) was hotly engaged with three German-manned destroyers, one of which she sank. Nearly an hour later the two survivors were encountered 13 miles away by the Meteor (Lieut.-Com. R. D. H. Pankhurst). Enemy torpedoes having missed their mark, the Meteor sank one of her opponents, and the other escaped under cover of smoke. No casualties or damage were suffered by the British ships, which must have been remarkably well handled. Further details would be of interest ; it is not even clear whether the enemy ships were ex-French or ex-Italian destroyers.

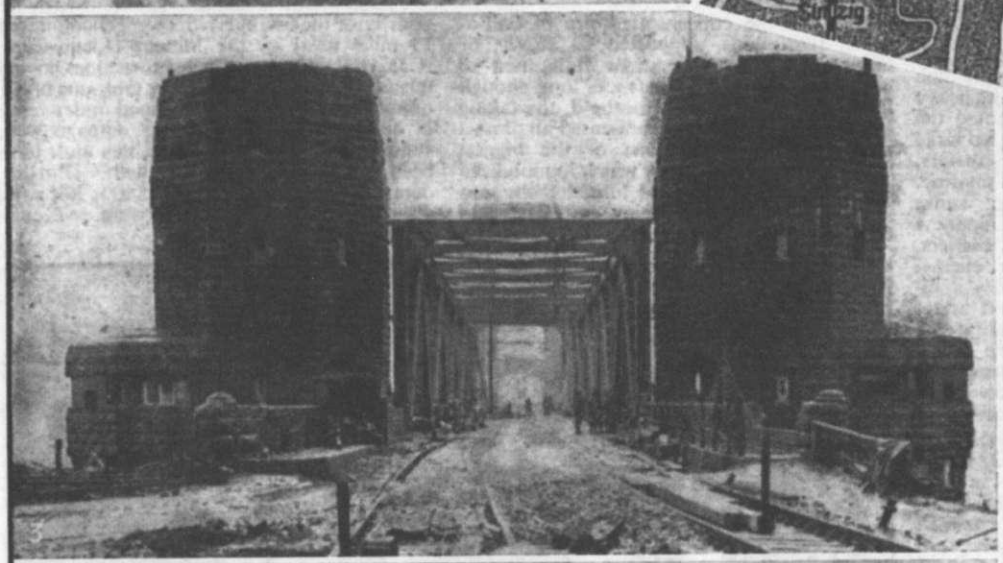


SELF-PROPELLED FLOATING DRY DOCK, constructed of concrete, has no grace of design but is a most efficient American production. It goes to a ship needing repairs or other on-the-spot facilities it provides, and operation is on the lines of the great dock recently bombed and sunk at Singapore (see illus. and story in page 666).

Photo, Keystone

Saved From Destruction by 10 Vital Minutes—

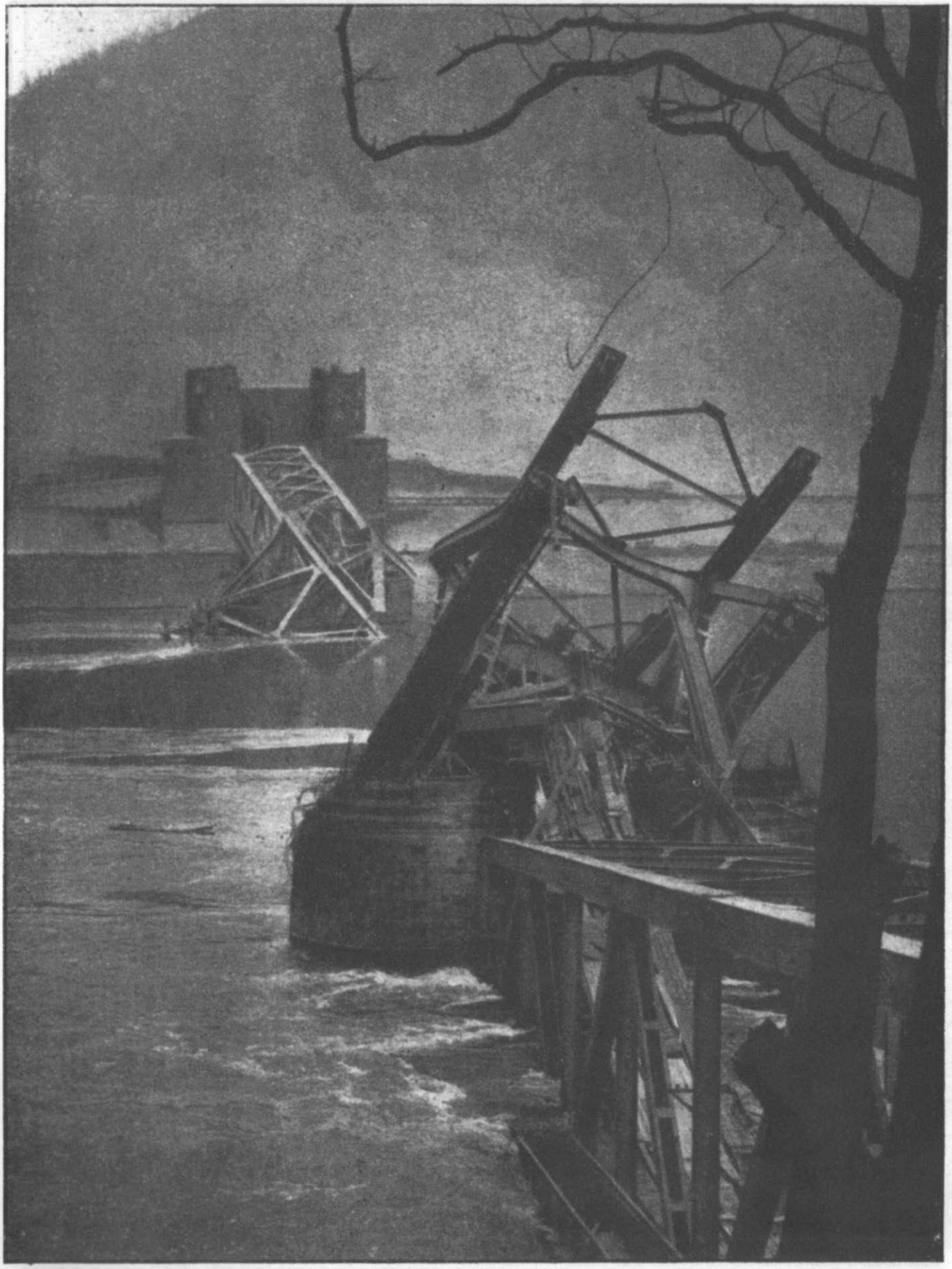




LUDENDORFF BRIDGE AT REMAGEN, south of Bonn (1), was saved by only 10 minutes when, on March 7, 1945, U.S. 1st Army men cut the wires to the enemy explosive charges, and crossed the Rhine. The bridge (2), carried a double-track railway which the Germans had converted to a roadway (3). Second-Lieut. Karl Timmermann (4), first U.S. officer to cross it, led the way (5). Later, the Nazis executed four of their officers for leaving the bridge intact.

Photos, British and U.S. Official. Diagram by courtesy of The Evening News

—For 10 Days It Bore Them O'er the Rhine



GENERAL WEAKENING OF THE STRUCTURE caused the bridge at Remagen to collapse suddenly, on March 17, ten days after its capture, many U.S. Army engineers at work upon it at the time losing their lives. But so rapid had been the extension of the Allied bridge-head beyond, that Maj.-Gen. C. R. Moore, Chief Engineer European Theatre of Operations, considered rebuilding to be unnecessary. Reinforcements continued without interruption across pontoon bridges which had been built within a day or two of the first assault.

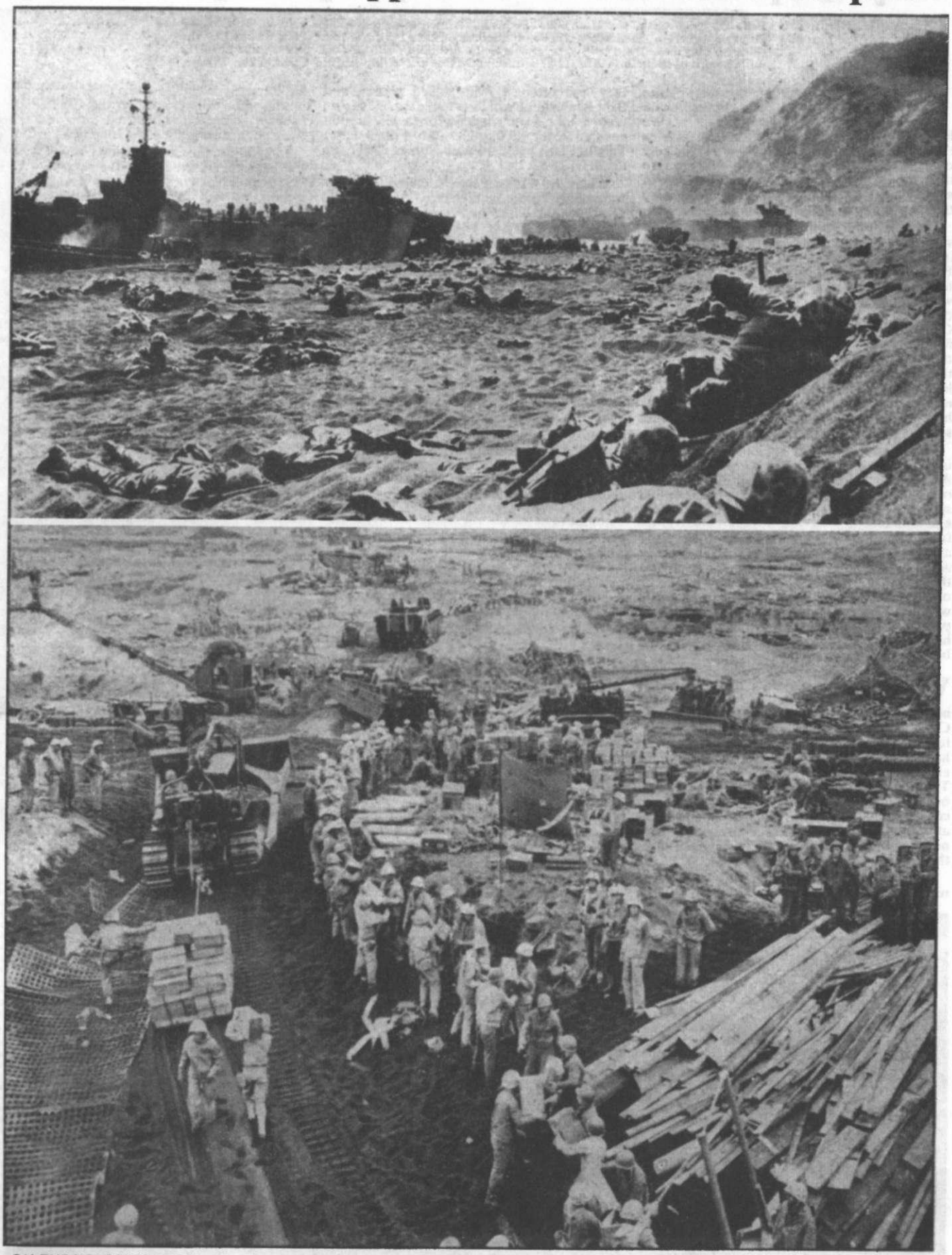
Photo, Associated Press

Vanishing Battle-Scars of Valiant Leningrad

IN THE U.S.S.R.'s SECOND CITY women workers are seen (top) repairing the roof of the Maryinsky Palace ; in the background is St. Isaac's Cathedral, Leningrad's largest church, built in 1819-1858. Alongside the Griboyedov Canal (bottom) splintered railings are being refurbished. Founded by Peter the Great in 1703, the city—formerly St. Petersburg—was besieged by the Germans for 28 months, including 24 months of continuous shelling. The siege was formally declared raised on January 27, 1944. See also pages 622-626, Vol. 7.

Photos, Pictorial Press

First Slice is Lopped From Mikado's Empire



ON THE VOLCANIC BEACH OF IWOJIMA, Pacific island air-base 650 miles from Nippon's war industries, and the first territory of the Japanese Empire to be captured by the Allies in this war. American Marines as they landed took cover from withering fire (top) and awaited the word to advance. Iwojima was finally cleared on March 16, 1945, after 26 days of combat. Supplies were run ashore (bottom) as bulldozers made a road. Six days after the island fell it was announced that cannon-carrying P.51 Mustang fighters, escorting Super-Fortresses, were operating between Iwojima and the Japanese mainland. See also pages 678-679 and story in 730.

Photos, Sport & General, Keystone

They Help the R.A.F. to Keep Up With the Army

Hard on the heels of the enemy our specialists produce, in almost magical manner, new landing strips or airfields. And where captured aerodromes have been left thoroughly wrecked by the Germans they make these swiftly serviceable again. ALEXANDER DILKE throws some limelight on the work of the R.A.F. Airfield Construction Service and Army Airfield Construction Groups.

"IN spite of unfavourable weather, planes of the Tactical Air Force made 700 sorties yesterday . . ." We have become so used to statements such as this in the communiqués that we hardly notice them, and certainly do not stop to think what 700 sorties means in the way of aerodromes just behind the lines in territory that was only recently in enemy hands.

Construction of these aerodromes and airstrips by the score since we landed in France is the story of R.A.F. and Royal Engineer and Pioneer units whose names have very rarely figured in the news, but who have done vital work in enabling the R.A.F. to keep up with the Army. Units of the Army Airfield Construction Groups and the R.A.F. Airfield Construction Service went ashore on the Normandy beach-heads just as soon as there was room for them to work; the first landing strip was constructed within range of enemy guns and was ready in less than 48 hours from the moment when the first soldiers set foot on the beaches.

As the beach-heads expanded, new landing strips and aerodromes were constructed. At one time there was the astonishing sight of soldiers cutting and carting wheat while specialists laid out the landing ground, and bulldozers went to work levelling, and tractors towed away felled trees. Altogether about twenty landing strips and emergency aerodromes were built in Normandy before the breakout. From these fields flew hundreds of planes that pounded the German army when it broke. And fighters from them made possible the protection of the prefabricated harbour (see pages 430–434, 710) and the beaches against air attack.

WHEN the Germans were routed and the Allies took up the astonishing chase across France and Belgium, the Airfield Construction Units also became mobile and followed hard on the heels of the armour. So hard that once they started work on new airfields before the infantry had caught up. The Airfield Construction Groups have their own reconnaissance units with armoured cars, and on one occasion one of them worked at repairing an airfield for four days with nothing but their own weapons to protect them from attack.

During this period new airfields were reached, repaired after the heavy bombing they had received from Allied planes, and then left behind within a few days. It is on record that in a single week a single unit covered over 200 miles in France and Belgium and made 14 aerodromes fit for use again en route.

When the German retreat ended and lines were once more established, the Airfield Construction Units had harder if less spectacular work to do. The weather broke, and the Germans resorted to flooding. Water became the enemy. Construction Units have fought a four months' battle with water on the low-lying fields of Belgium and Holland, and that the number of days on which Tactical Air Force planes have been unable to operate is so small is the measure of their triumph over the conditions.

Hard Training and Rehearsal

What is the secret of the success of these comparatively new units? The first answer is organization. Experience has shown what was necessary. In North Africa, and again in Italy, the incalculable value of air bases right up with the front line was demonstrated, and some of the problems of keeping them there when the line was advancing rapidly solved. With organization went specialized training and rehearsal. In Britain the units had not only had exact maps and models of the areas in which they would construct the first landing-strips in Normandy, but also rehearsals before D-Day.

With this went specialized equipment. One of the most vital pieces of equipment has been Sommerfeld track, which has been used by the mile. It is special steel netting constructed in standard lengths with long steel spikes to hold it down on the ground. The netting enables a sandy beach or stretch of grass to be turned into a firm track in a matter of hours. For making roads round the aerodrome or landing-strip it can be used alone. For runways and landing-strips it is used with bitumenized hessian or other matting. The track is made in pieces 10–11 feet wide, and about fifteen side by side are required to make a runway. There is a regular "drill" for laying it, and if possible it is stretched tight by bulldozer before being pegged. The beauty of it is its portability and its lightness. A score of trucks can carry a runway. The material for a concrete runway would fill thousands of trucks. Even so, an immense weight of the steel track and matting has been carried to the Continent—probably close on a hundred thousand tons since our armies landed last June. (See p. 267.)

In addition, the Construction Units carry all the instruments needed by the surveyors, the best available contour maps and photographs, as well as time and labour-saving tools such as a mechanical saw operated by a small engine which fells the thickest tree in a matter of minutes. The bulldozer, of course, is the maid-of-all-work, filling depressions, levelling hedges, removing tree-stumps and then filling the holes. (See illus. p. 568.) Mine detectors are a vital part of the equipment, for unless the enemy has abandoned an aerodrome in a panic he is sure to have distributed mines and booby traps.

The Airfield Construction Units are concerned not only in making new landing-strips but also in improving airfields which have had emergency repairs. In the sodden, low-lying country of Belgium and Holland this has meant a tremendous amount of drainage, and the construction of solid runways to make the aerodromes usable in winter. The Germans naturally destroyed the drainage of their aerodromes before retiring, and in some places placed mines under water for good measure. Miles of drains have had to be dug and hundreds of ditches cleared and mended.

TO save transport, local materials are used wherever possible for making permanent runways. Rubble from neighbouring towns which have been bombed has been used, the dual purpose of clearing the streets and securing solid foundations for a new advance being served. In one case the Construction Units got local brick-kilns going again to provide the millions of bricks necessary for the construction of a runway.

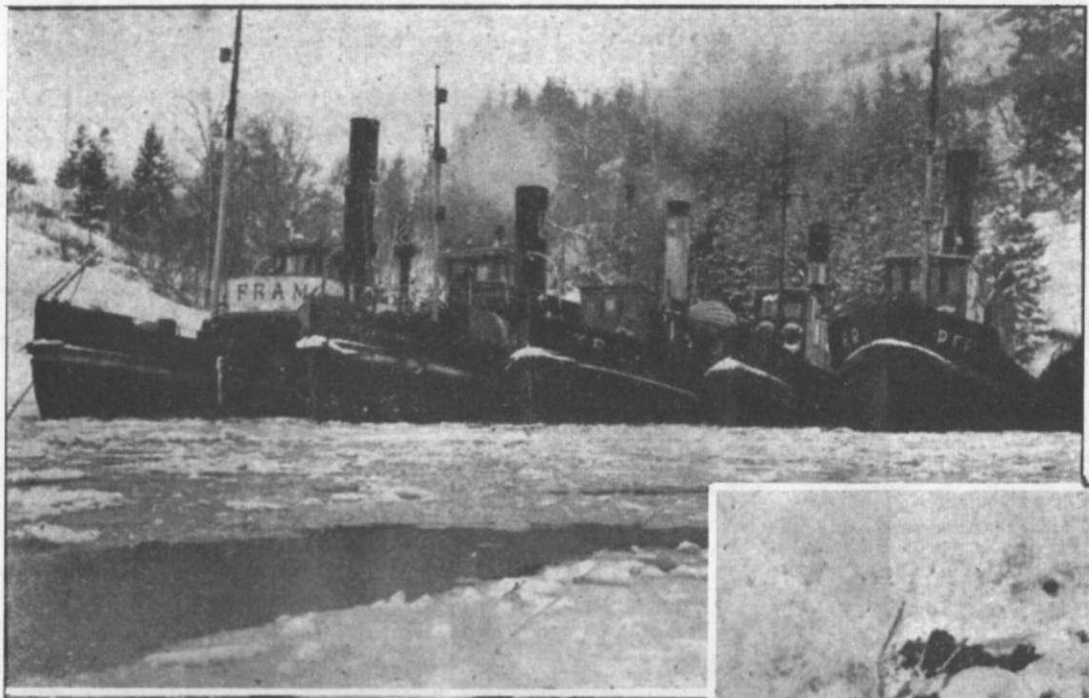
Most of the time the work done by the Engineers, Pioneers and men of the R.A.F. Airfield Construction Service is unspectacular. Especially in Holland and Belgium it was not possible to make aerodromes overnight. Weeks of work in cold, rain and snow were required to produce the dry runways and dispersal points of the finished aerodromes.

The uniform of the R.A.F. Airfield Construction Service is khaki battledress and blue cap—similar to that of the R.A.F. Regiment which undertakes the defence of the airfields they construct and repair.

R.A.F. AIRFIELD CONSTRUCTION SQUAD pegs down wire-mesh tracking (left) on the first Normandy airfield to be built for the R.A.F. by the R.A.F. in the summer of 1944; the task occupied about a week. Previously, airfields in the British sectors had been constructed by the Royal Engineers. In Holland, construction specialists (right) "feed" a cement-mixer while making a road around an airfield. A powerful bulldozer (background, left) is being halted at the end of its "furrow." See also illus. page 765

Photos, British Official

Norway's Spirited Resistance to Hun Occupation



ARMED PATRIOTS in one of the war's most daring coups in Norway, on February 8, 1945, seized eleven tugs and a salvage vessel under the noses of the Germans, sailed them across the Skagerrak and berthed them in a Swedish port (left). The tugs had been moored in the German-controlled port of Fredrikstad, on the Oslo Fjord, one of them alongside a Nazi warship, and were boarded in early morning; they sailed out of port past German patrol ships, harbour fortifications and the outer batteries in full daylight, then set course for Sweden. And on March 14, Norwegian patriots cut off every railway line connecting Oslo with German disembarkation ports in Southern Norway. See also story in page 761.

BIGGEST PROBLEM in Finmark—Norway's northernmost province, forcibly evacuated by the Nazis in November 1944 (see pages 588-589)—is that of relief: clothing is distributed (centre left) to those who escaped to the mountains when the enemy burned down their houses. In these primitive shacks (centre right) thousands of Norwegians in Finmark were forced to spend the winter.

Then the Germans sent motor-torpedo-boats and other small craft to take away the remaining population. In March 1945 the food situation in liberated Finmark was reported as being under control, since the Germans, taken by surprise by the Russian offensive, had failed to destroy the stocks, which have since been greatly supplemented by supplies from Britain. In their picturesque traditional costume of padded knee-boots and reindeer-skin tunics, dating back to the 17th century, Laplanders help to distribute newly arrived food supplies (bottom) among the people of freed Finmark.

Photos, Norwegian Official

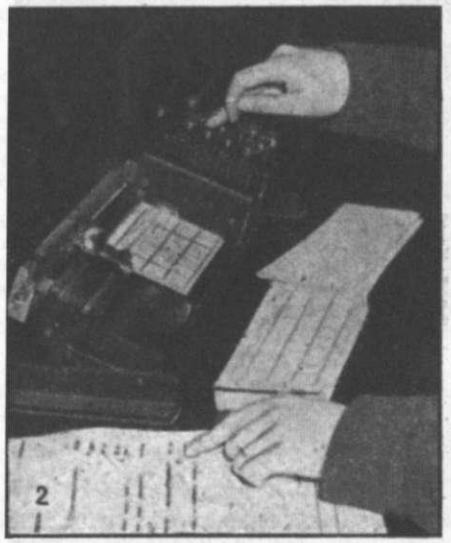
Mighty Mechanical 'Brain' Helps the War Office

It knows everything about everyone in the Army and the A.T.S. It will help with the problems of demobilization. It works 24 hours a day, is foolproof and cannot lie. How this astonishing record-system, known as the War Office Central Card Index—WOCCI for short—deals with an incredible mass of statistical detail is explained by MARK PRIESTLEY.

IF the Prime Minister calls for the latest casualty figures if a unit in the field needs special technical reinforcements, if a front-line soldier is medically downgraded and needs a new job, WOCCI will provide. And it will fix the demobilization date of millions of men and women in the Army and the A.T.S. "Favouritism or wangling cannot operate in this scheme," said Mr. Arthur Henderson, Financial Secretary to the War Office, on March 13, 1945. "It will be impossible to influence the electrically controlled War Office central card index."

At the headquarters of this astonishing index system, I watched an A.T.S. operator sorting numerical cards at the rate of 9,000 an hour. And, as a demonstration, I saw a machine picking out all the fishmongers in the R.A.M.C., R.E.M.E., and Pioneer Corps. It took less than six minutes.

Suppose the Ministry of Labour, or any other Ministry should decide to arrange priority demobilization for fishmongers of over 40. WOCCI can enable the officials to see at a glance the date of birth, present age,



religion, nationality, medical record, marriage and home details of the men who qualify. It can even distinguish, if need be, between wholesale fish splitters and fish graders and show where they are stationed and when they are normally likely to be released.

THOUSANDS of new cards arrive for classification nearly every day; amendments are never less than 50,000 a week and may rise to as many as 30,000 a day. If a "brass hat" wants to know the record of Private John Smith—just one particular John Smith—the department can unerringly provide the fullest information within six hours.

It is all done by cards and by machines that punch, count and analyse them, shuffling, stacking, discarding. And by a staff of 350 girls—key punch operators, coding clerks, file clerks, form reviewers, sorters, actuaries and other experts—who for three years kept WOCCI a closely guarded secret.

Every Serviceman knows the forms he fills and the questions he answers on joining up—birthplace, number of children, occupation and so on. Operators with lightning fingers transform these facts into the ingenious punch-hole language which the machines can later read and classify. The unit to which he is assigned, transfer from one unit to another, medical disability, prolonged sick leave or wounds can all be translated into

THREE OF THE 350 GIRLS who operate the amazing War Office index-system described in this page are seen at work. In a corner of the coding-room (1) the "punch" operator (2) perforates the appropriate holes in the cards; the sorting-machine operator (3) can ascertain the numbers available in any trade or calling among Forces personnel. *Photos, Topical Press*

perforation language. Eventually a Serviceman or woman becomes to the mathematical brain of WOCCI no more than a group of 70 to 80 holes punched in a 7½-in. by 3-in. card. Thus are the details "potted."

IN the coding section a key punch first makes a card from each enlistment form, while a gang punch makes wholesale batches covering the same data. These are specialized by the algebraic sleight-of-hand of another machine which produces a master name card. John Smith, in fact, often says that he is a "cog in a machine" without realizing that WOCCI is the machine. Even if he is reported missing or becomes a prisoner of war, there are cards to cover his new condition, transferred to a special section and amended on machines resembling typewriters.

There is no need for a check of discrepancies against the original forms; mistakes are automatically counteracted. If the operator makes a slip, the machine locks. If a machine goes wrong, the customary clicking and roaring ceases, a green light turns red—and a stand-by mechanic becomes busy.

It is in collating statistics such as the number of press tool setters aged 30 in the Army, or the number of infantry N.C.O.s supporting both wives and mothers, that WOCCI best demonstrates its high-speed accuracy. Scores of tiny, electrically-operated fingers read the holes in the cards infinitely faster than a blind expert reads Braille. As the cards whirr by, at up to 400 a minute, each finger catches in a lightning flash at the hole location for which it is set. In the sorting machines, the fingers open slots which send the cards into their respective compartments. In the tabulating and enumerating machines each finger contact on the card registers another tally for a given punch-hole fact.

The machines can add up to sixty separate columns at a time. As Colonel A. G. Stats. the officer in charge of the department, says, "The machine cannot lie. We are producing the vast amount of statistical information required with the return of the Army to civil life, and we are doing it by the most modern method." And with startling success.

The Central Card Index is only the "cash register" of the service echelons which, in turn, act as general clearing houses of information about personnel. It is noteworthy that Junior Commander Florence Tiffin, of Liverpool, who is in charge of the P.I.M. (Provision Information Miscellaneous) Branch, is the first A.T.S. officer who has ever replaced an Army officer in any echelon formation in the whole of the British Army.

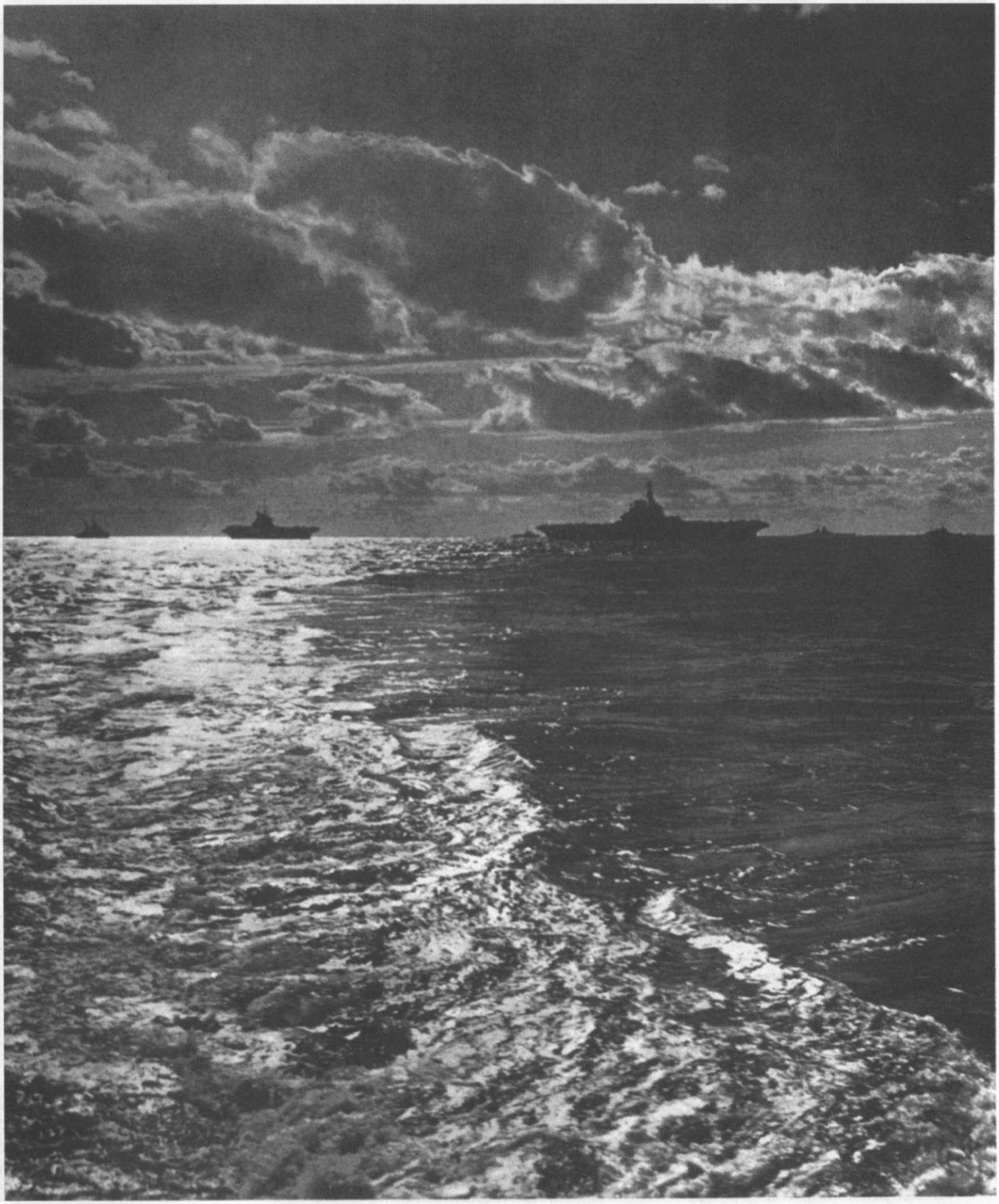
Every day embarkation rolls, casualty lists and returns of all kinds enter her office. If Private Smith is in Holland, P.I.M. transmits to the Index details of when he was embarked. If he is wounded, P.I.M. tells which hospital he is in, and how he is progressing. And warm, human values are actually asserted behind the systematic and ice-cold efficiency. The A.T.S. assistants

make it their job to see that everyone is spared unnecessary anxiety and to ensure that a soldier's wishes are carried out.

IF Private Jones, for example, names his mother as next-of-kin, but would prefer any bad news to be broken to her by his sister, they see that if he is wounded, missing or killed the telegram goes to the right person. If a man is in hospital in France and notified as on the danger list, and no further news is received after 21 days, the echelon sends an urgent request for a progress report so that his family can be told the latest news—and WOCCI ensures that this is done on time.

Another busy branch governs enemy prisoners of war, and when this branch works overtime it means that another few thousand Germans are out of the fight. The cards can tell how many thousand prisoners we have taken, who they are, and what possessions were found on each man at the time.

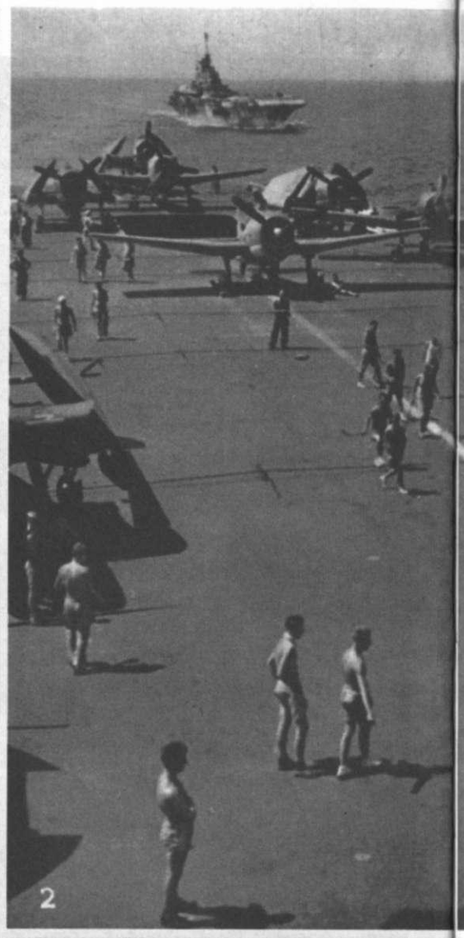
Yet WOCCI is more than a mere wartime agglomeration of military facts and figures. Officials agree that it is capable of infinite adaptation, and such departments as the Ministry of Labour are making full use of it. The world's biggest book-keeping job will last into the Peace as a permanent guide to all Government departments—an eventual improvement that may cut red tape, and red tapers, by more than half.



Photo, British Official

Dawn Breaks on Britain's East Indies Fleet

Returning in early morning through the tumbling waters of the Indian Ocean from a mighty attack against the enemy naval base at Sabang, Sumatra, are some of the ships of our great East Indies Fleet now sharing prominently in the smashing of Japan. They are (left to right) the cruiser Black Prince, aircraft carrier Victorious, a destroyer, aircraft carrier Illustrious (prominent in the centre), French battleship Richelieu, and the battle cruiser Renown.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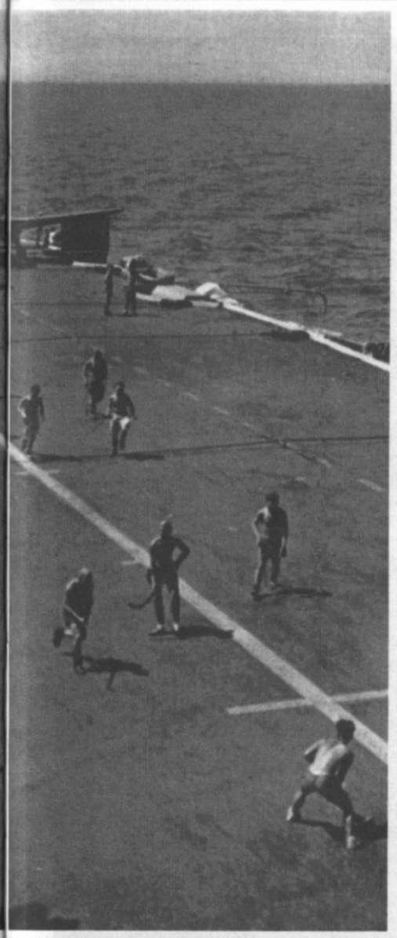

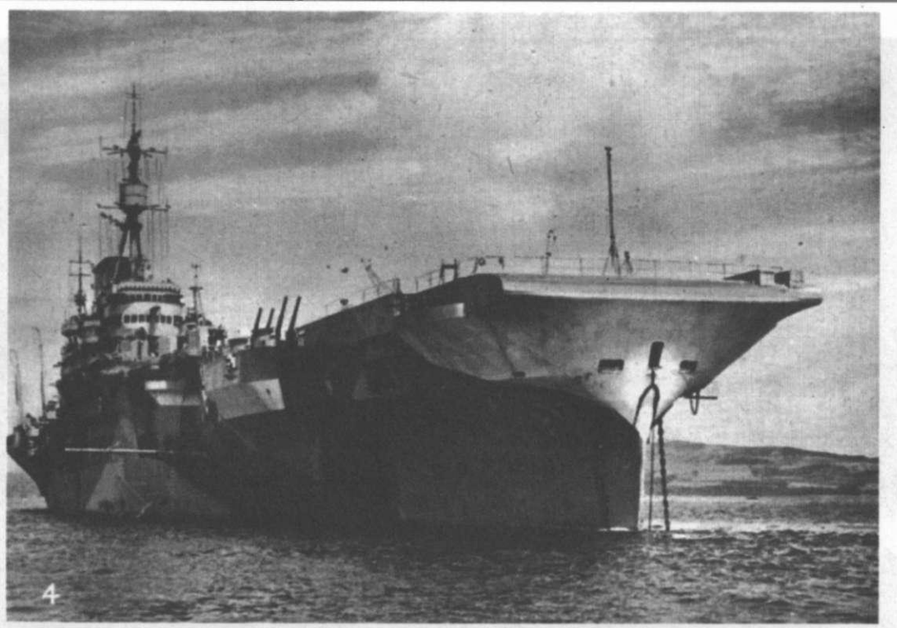
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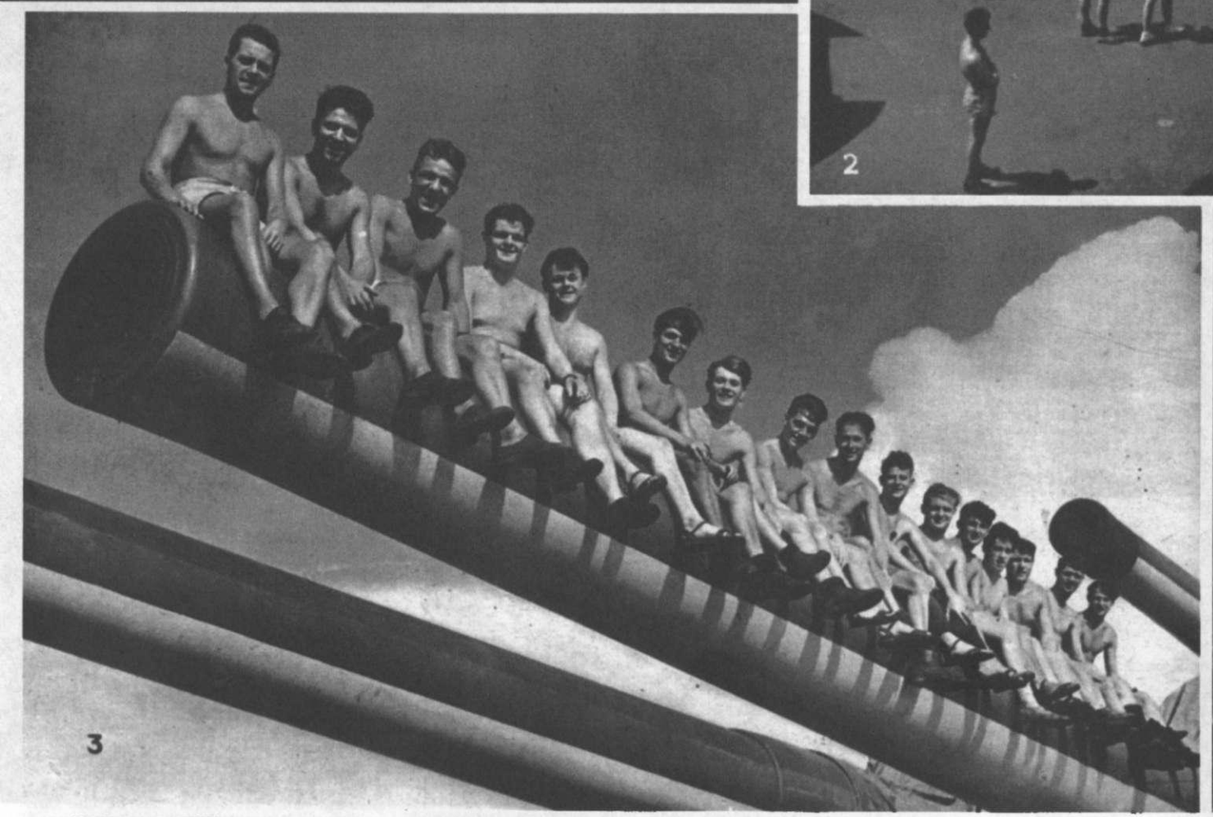
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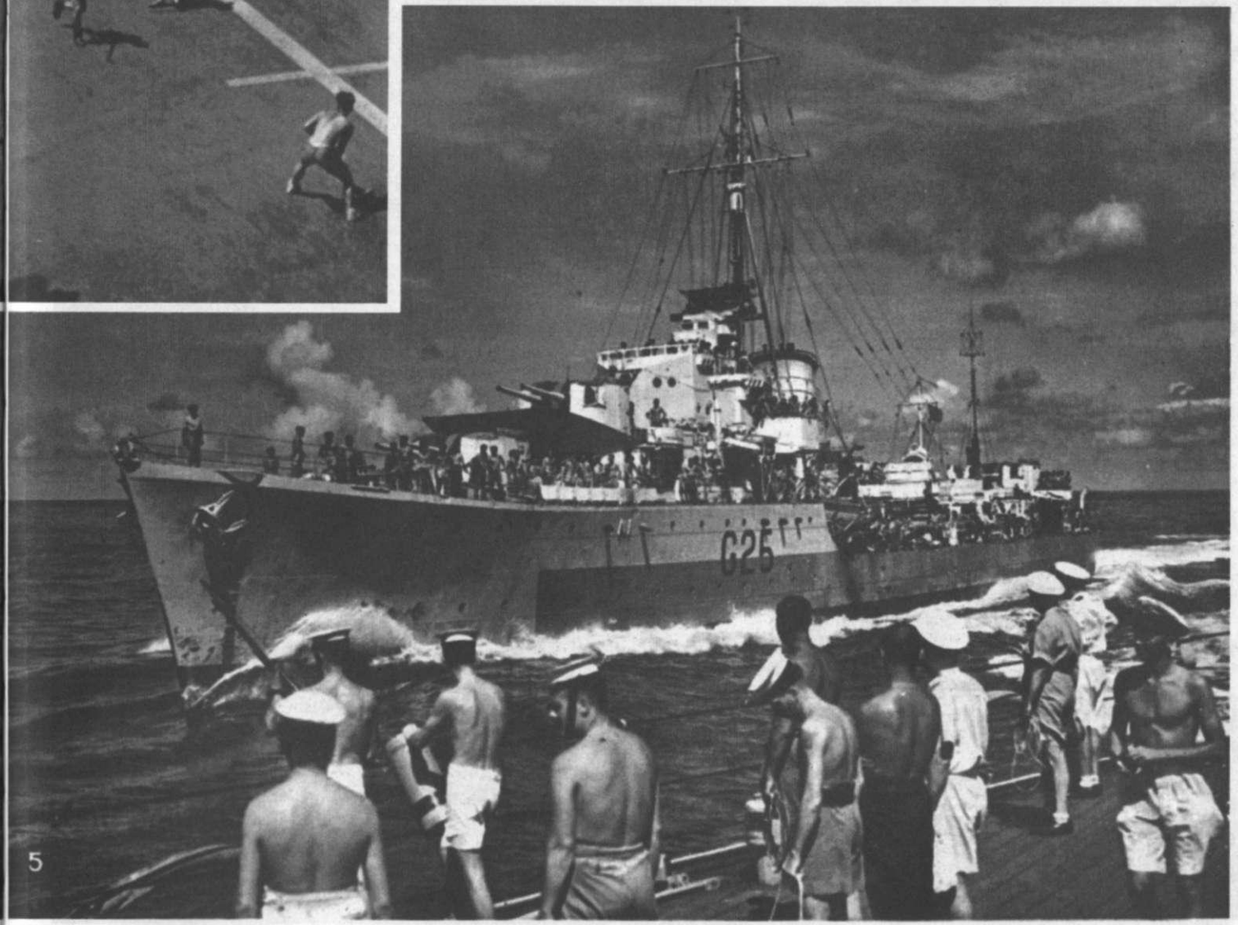

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They Thrash the Japs in Far Eastern Seas

" A large share of the task of defeating Japan will fall on the men of the Royal and Merchant Navies," declared the First Lord of the Admiralty on March 7, 1945. Responsibility sits lightly on the capable shoulders of these pilots (1) on board the aircraft carrier Indomitable, waiting to deliver the next blow. Elsewhere on Indomitable deck-hockey is played, in a temperature of 100 degrees (2). Members of H.M.S. Queen Elizabeth's company sun-lounge on one of her 15-in. guns (3).

Photos, British Official, Topical Press

'Savage Parent of More Savage Offspring'

Sister ship of the Indefatigable is our newest aircraft carrier H.M.S. Implacable (4), now very much On Active Service. Her motto is " The Savage Parent of More Savage Offspring." A destroyer approaches H.M.S. Queen Elizabeth (5), of the East Indies Fleet, during her return from operations against Sabang : a seaman prepares to fire to the destroyer a line which is held coiled up in a canister by a second seaman ; the line will facilitate the passing of mails, or other small articles.

Valiant and Richelieu Fought at Sabang

Photo, British Official

The Japanese naval and air base guarding the entrance to the Malacca Straits was twice attacked in 1944; on the second occasion, battleships, cruisers, destroyers and aircraft carriers almost completely destroyed the harbour installations and heavily damaged the wireless station (see story in page 249). Engaged in the operations were H.M.S. Valiant and F.S. Richelieu (background) of the East Indies Fleet now under the command of Admiral Sir Arthur J. Power, K.C.B., C.V.O.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

Can India Become a Democracy?

INDIA! Most puzzling of all the problems, most disturbing of all the difficulties that will have to be solved and surmounted after the war ends in Europe and the Far East. India, the land where the contrasts are so startling and the variety of points of view so apparently irreconcilable that one can hardly believe it possible to hit on any settlement which would please more than a small minority of a population that before many years are past will number 400 millions or more.

Here is one of the contrasts. The leaders of the Hindu majority are mostly in prison or under strict supervision, yet there are two million Indians who have volunteered for service to fight alongside British troops and who in many campaigns have won the warmest praise. Field-Marshal Alexander said to Major Yeats-Brown, author of Martial India (Eyre and Spottiswoode, 8s. 6d.), "The Indian soldier is a splendid fighting man. You can't praise him too highly and you can say I said so." That was on the Italian Front. Wherever they have fought the Indian troops have merited the same commendation. Yet the impression most people have, I suppose, is that Indians generally are anti-British.

WELL, that certainly can't be true of the two million volunteers, nor are they likely to go home any less friendly to us than they were when they started. For the terms on which they and their British comrades-in-arms live create mutual liking and respect, and everything possible is done to make the Indian troops understand that we value their co-operation. For example, they get special radio programmes in eight different languages, and seven different kinds of music are broadcast to them, so as to satisfy all ears. They have a weekly newspaper, which is printed in five languages, and one which appears twice a week in eight languages. This is the sort of thing they will not forget.

Unfortunately this book of Yeats-Brown's is the last he was to write. He has died since he finished it. Nobody who read Bengal Lancer, which made his name, could doubt that whatever he wrote about Indians would be well worth reading, for he wrote with sympathy as well as knowledge. Some of the best parts of this book are his descriptions of life in the villages from which the soldiers are drawn. Descriptions of city life, too, for many of them are city-bred. Here is an impression of the main street in Delhi, rich and busy, gay and peaceful:

> What is it that first strikes a European in an Eastern city? To judge by myself, it is the air of leisurely contentment. In our cities nine out of ten passers-by look hurried, harassed, worried. Not so here. The people seem to be enjoying the congestion of the bazaars and byways. Poverty is not so dreaded and wealth is not so eagerly sought as with us . . . a free-and-easy atmosphere.

Apparently, few places could seem pleasanter. But—as striking contrast to the magnificent Government of India buildings in one part of Delhi—the poor quarters have "no drainage system except the gutter in the street." Village life, as Major Yeats-Brown saw it in a district of the Southern Punjab, from which Sikh soldiers come as well as Hindu and Moslem, seems on the surface almost idyllic.

> Women in many-coloured saris—glittering groups of pink and daffodil and sky-blue, with some black saris spangled with silver—sit by the roadside with their plainly dressed menfolk (an off-white loin-cloth and drab shawl) eating barley porridge and drinking buttermilk. Their naked children, adorned with silver earrings and nose-rings, are sharing the meal or playing noughts and crosses in the dust beside them.

The domestic arrangements of the people have changed but little in the last thousand years. They buy ornaments for their daughters in the shape of brooches and anklets costing about £10 each (brides wear eight anklets on their wedding day), but they do not think of having "modern living conditions in their homes." Their rooms are scrupulously clean in spite of their mud floors and walls; they have no glass windows, "only apertures of bricks placed chequerwise provide light and ventilation." In cold weather these apertures are covered with blankets and the room is dark, except for the dim glow of a hurricane lamp; "however, life is chiefly passed in the sunlight, and soon after sunset the family sleeps."

THE homes from which the Indian soldiers come are mostly those which keep old customs. The women are secluded and wear veils over their faces. The religions, both Hindu (Brahminism) and Moslem, keep the masses ignorant and contented. The caste system is as powerful as ever. Some of the many disadvantages of this are pointed out in another book on India, titled The Future of India (Pilot Press, 5s.), written from another point of view, but also most enlightening. The writer, Mr. Penderel Moon, was high up in the Indian Civil Service; he retired only a short while ago. His theme is mainly political and economic India. He therefore deals not only with the masses but with the small educated class who have been influenced by Western ideas and habits and who lead, but do not in any sense represent, the mass of their fellow countrymen who form the subject of Yeats-Brown's study.

THOUGH Mr. Moon is convinced that India must be induced to frame, or be supplied with, a system of self-government, he does not consider this class yet satisfactory as leaders. "The forces of evil ranged against them" he describes as enormously strong. "Only the rarest virtue can rise above them. Most young men of the Indian middle classes have no chance of developing the requisite strength of character. Both at home and at school they are inadequately disciplined, and they are brought up in a world in which greed, falsehood, suspicion and communal hatred prevail." Therefore "India's educated few will lead themselves and the uneducated masses to disaster unless the rising generation can establish higher standards of sincerity and integrity and thus promote in society at large greater mutual toleration and trust."

Those are wise words and brave words, and they do not in the least mean that the writer of them advocates waiting until there has been a marked change before we make it plain that we are ready to give India its independence. "A cardinal element in the present situation is Indians' distrust of our good faith; and this distrust must continue so long as our determination to hand over power remains in doubt. At present our determination is qualified, not absolute. It is still hedged round with some 'ifs' and 'buts' and even seems likely to disappear altogether if Indians cannot themselves settle their own differences." Should they be unable to do this, we ought, Mr. Moon contends, to give up our position as masters and hand over political power to some group or groups of Indians and let them carry on the functions of government.

Here again we come up against one of the contrasts I mentioned which make the democratization of India seem so much more difficult than in any other country. What have the men who manage the Tata steel works, the largest in the world, in common with the peasants who live from hand to mouth in the villages, hungry most of the time, and disliking the idea of going to work in a factory as heartily as Mr. Gandhi hates industry worked by machines? How reconcile the outlook of those who built the big blocks of modern tall offices in Calcutta with the outlook of those who say that the cows which wander in the streets below must not be driven away because they are "sacred" cows?

"THE cultivator," says Mr. Moon, "is an illiterate peasant, still employing the methods and implements of Homeric times. He ploughs with a wooden plough, reaps with a hand sickle, treads out the grain with oxen and winnows it by tossing it in the air." Living on the very margin of subsistence it might be supposed that peasants in the slack season, when there is little to do on the land, would engage in some industry such as weaving or tanning. But it is not "proper" for them to do that.

Whatever political changes are made, whether the Moslems have their separate regions (Pakistan) or come to some agreement with the Hindus and form a united India, the problem of the peasants must be faced. Perhaps the two million soldiers when they return may introduce new ideas. Without new ideas India will remain as it is now, no matter what government it has.

W.A.C. ON PARADE IN DELHI, when on Feb. 3, 1945, more than 600 officers and auxiliaries of the Army, Navy and Air Force branches of the Women's Auxiliary Corps of India were inspected by the Countess of Carlisle, Chief Commander. Problems of the great Indian Empire are discussed in books reviewed above. PAGE 755 *Photo, Indian Official*

Burmese Post-War Problems Are Looming Large

As a land-link between India and China, Burma occupies a place of great and growing strategic importance. Economically the people have been badly hit, and political problems revolve around the strong nationalism which has been furthered by the Japanese grant of "independence." The tangled position is discussed here by a special Burmese correspondent.

Now that the war in Burma is about to enter a decisive stage, attention is again focused on that country's post-war status and on the economic problems which face the Burmese people. It is in that connexion that Sir Reginald Dorman-Smith, the Governor of Burma, is at present on a visit to this country. Unlike the position in October 1941, when the then Burmese Prime Minister, U Saw, came to England and sought to obtain from the British Government a promise of full Dominion Status for Burma after the war, the political problem is complicated as a result of the Japanese invasion of the country.

With the construction of the Burma Road in 1937-1938, Burma became the only link between war-torn China and the Western democracies, the remaining life-line, by which the Chinese armies continued to receive, until the invasion of Burma in 1942, supplies and munitions with which to defend themselves against the Japanese. Realizing the new strategic importance of Burma, Japanese interest and activities there increased considerably about that time. Japan began to exploit Burmese nationalism.

Japanese propaganda was particularly successful amongst members of the socialistic Thakin Party, an extreme nationalist organization whose followers are politically sophisticated young Burmese. Some months before war broke out in the Far East, a number of leading Thakins were smuggled out of the country by the Japanese across the Burma-Siam border. They were then taken to Japan, where they were given military training in anticipation of the war in East Asia and the Pacific.

Fifth Column Behind Our Lines

When the Japanese armies, supported by elephant supply columns, invaded Burma in January 1942, through the Kawkareik Pass—an ancient invasion route between Burma and Siam—the Japanese were accompanied by the nucleus of the Burmese Independence Army, composed of members of the Thakin Party. Though some did actively fight by the side of the Japanese invaders, their main task was to obtain recruits chiefly amongst members of their own party and to organize fifth column work behind the British lines.

According to Sir Reginald Dorman-Smith, 4,000 Burmese fought against the British, while Field-Marshal Alexander stated that ten per cent of the Burmese were pro-British, another ten per cent pro-Japanese, and the rest were indifferent. As the British withdrew towards the Indian frontier, Dr. Ba Maw, a former Burmese prime minister and leader of the Sinyetha Party (Poor Men's Party), who represented Burma at the Coronation in London in 1937, was rescued by his followers from the jail at Mogok where he had been interned for his numerous seditious speeches.

After encouraging Burmese nationalists to rebel against the British, the Japanese realized that they were in no position to antagonize the Burmese, especially as Burma occupied a vital strategic position on the South-East Asiatic mainland. Instead, Japan decided to pursue a politically subtle policy in Burma. Soon after the British withdrawal, Dr. Ba Maw's Sinyetha Party and the Thakin Party were amalgamated, and Dr. Ba Maw was entrusted with the task of forming a Central Administration, though the country in fact was being ostensibly run by the "gunsei," the Japanese military administration. In March 1943 Dr. Ba Maw visited Tokyo to confer with the then Japanese Premier, General Hideki Tojo, and on his return an Independence Preparatory Commission was set up. On August 1, 1943, Burma was declared an independent State, and Ba Maw as Head of State and Prime Minister pledged Burma to work whole-heartedly with Japan for the establishment of Greater East Asian collaboration and prosperity.

This shrewd manoeuvre was clearly part of Japan's political warfare in South-East Asia. It has been the aim of the Japanese to fan flames of Burmese nationalism and thereby gain the support of the Burmese nation in their fight against the Western Allied Powers. Though in some respects Burmese independence is perhaps nominal, it nevertheless must have had a profound psychological effect on the Burmese people. Apart from a few Japanese technical advisers,

SIR REGINALD DORMAN-SMITH (left), Governor of Burma since 1941, discussed the Burmese situation with Mr. L. S. Amery, Secretary of State for India and Burma, during a visit to London. *Photo, Topical Press*

the internal administration of the country is in the hands of the Burmese. Renzo Sawada, a former Japanese envoy to France, was sent as the first Japanese ambassador to the newly created Burmese State, while Burma sent Dr. Thein Maung as the Burmese Special Envoy and Plenipotentiary to Japan.

In the cultural sphere steps were taken by Dr. Ba Maw's Government to eradicate British influence. After the declaration of Burmese independence, English as the official language of the country was abolished, and replaced by Burmese. The Burma Society, a literary organization, launched a movement to standardize the Burmese language, and a new dictionary was being compiled. Buddhism was recognized as the religion of the State. A Burmese National Army was also formed, and a military academy opened in Rangoon.

Economically, the Burmese have been very badly hit. The yearly surplus of three million tons of rice could not be exported, while millions of Indians were dying of starvation across the frontier in Bengal. Various industrial installations had been "scorched" by the British to prevent them from falling into the hands of the Japanese. Communications between Upper and Lower Burma having been paralysed through constant Allied air attacks, there was a shortage of rice in Upper Burma while there was a glut in Lower Burma and there was an abundance of cooking oil and vegetables in Upper Burma and a shortage of those foodstuffs in Lower Burma. Japanese propaganda in Burma blamed the Allies for the country's economic hardships, while the Japanese themselves were unable to do anything. Steps were, however, taken by Dr. Ba Maw's Government to mitigate the plight of the farmers by arranging for the purchase by the State of part of the rice crop at fixed prices. And special measures were taken by Dr. Ba Maw to enable the Burmese cultivators, whose land had been expropriated by Indian moneylenders, to recover their lost rice holdings. The fact that a Burmese Government had helped them to recover most of twenty-five per cent of the 12,000,000 acres of rice land which had passed into the hands of Indian moneylenders must have created a deep impression amongst the Burmese farmers, who constitute eighty per cent of the population.

In Burma before the war almost all commerce and industry was in the hands of foreigners. This resulted in an acute form of Burmese nationalism, for the Burmese felt that they had no stake in their own country as far as its economic wealth was concerned. Further, the Burmese cultivators were burdened with outstanding loans, amounting to £60,000,000 yearly, to Indian moneylenders, of which £40,000,000 was advanced to finance agriculture. As compared with this enormous sum, the Burma Government advanced only £150,000 yearly under the Agricultural Loans Act of 1884.

Development of Communications

What of the future? The first and foremost task naturally will have to be the settlement of the land problem, the elimination of Indian moneylenders, and the providing of proper financial facilities to Burmese farmers. Then there is the question of re-establishment of the petroleum, lumber and mining industries, and the part the Burmese as such will be allowed to play in their future development. Though more Burmese may invest in these industrial enterprises than was the case hitherto, there are few Burmese with ready capital. The Burmese will insist, therefore, that a certain percentage of the capital be subscribed by the State. They will also want a substantial number of Burmese to be trained as technicians and employed by the various British industrial undertakings.

A form of independence having been granted by the Japanese, it will not be easy to impose a pre-war administration on the Burmese people. Whatever political arrangements are made between Britain and Burma, it would go a long way towards establishing cordial relations between the two countries if due regard were to be given to the national and cultural sentiments of the Burman nation. It must be remembered that before Burma became part of the British Empire the Burmese Kingdom had never been ruled over by a foreign power, though Burma was wedged between two mighty neighbours, China and India.

With the return of peace in East Asia the strategic importance of Burma will be far from diminishing. On the contrary, the development of communications which the war has brought about between Burma and her neighbours will assure Burma's geographic importance in the Far East. The completion of the railway connecting Burma and China would mean that Burma would become a vital trade link between the outer world and Yunnan, a part of China which has scarcely been developed. It would therefore be to the advantage of the British Commonwealth to have a politically and economically stable Burma.

E.N.S.A. Cheered Our Troops on to Mandalay

GLADDENING THE HEARTS OF THE TROOPS IN BURMA, an E.N.S.A. party calling itself "Coming Your Way" gave an impromptu show on a forward R.A.F. airstrip on the road to Mandalay (captured on March 20, 1945, when Indian troops of the famous 19th "Dagger" Division entered Fort Dufferin), after a previous performance had been interrupted by the Japanese. To the accordion accompaniment of Freddie Everard of Peckham Rye, Carolyn Wright of Woodham Ferrers and Roberta Robertson of Folkestone gave a highly appreciated display of tap-dancing on a dismantled work-bench top. See also pages 492-493 and 595.

Photo, British Official

War Graves of British Commonwealth of Nations

Years after hostilities cease, constructional work on the British Commonwealth and Empire graves of this war, from Belgium to Burma, from Abyssinia to the Aegean, from Normandy and Norway to Tunis and Timor, will still be in progress. VICTOR HYDE, M.C., here relates the progress made and relieves anxieties of next-of-kin. See also pages 44-45, 748-749, Vol. 7.

"ONE of our aircraft is missing . . ." On Whit Monday, 1943, an aircraft of R.A.F. Fighter Command failed to return from operations over the Atlantic. On Whit Thursday I stood—am I ever likely to forget?—by an open grave overlooking a bay in a remote island 30 miles from the English mainland while we buried the pilot. He was my elder son.

He is one among 282,162 British Empire slain (the latest available figures, including U.K. losses of 199,497, but excluding 80,580 Empire Missing, covering the period September 3, 1939 to November 30, 1944), most of the parents of whom had said, "No, it couldn't happen to *him* . . . They wouldn't take *our* Derek . . . *We* shan't get that dreaded telegram." Yet it did happen . . . Their Derek—my Derek—was taken . . . Each one of us opened that dreaded telegram. Over 282,000 Empire war graves are to be constructed, cared for, maintained, and perhaps six and seven times that number of relatives, each in different ways anxious for information concerning one particular grave, are rightly full of questions.

WAYSIDE CEMETERY AT MAY-SUR-ORNE, in Normandy, where lie many brave Canadians fallen in this war, the Union Jack flying above them. The padre requested that the shattered trees on the right should be left standing—cut off in their young lives, as these men were.
Photo, British Newspaper Pool

"In which cemetery is our boy buried? When will the headstone be erected? What will be its wording? Are we given any say in the choice of words? Does any part of the cost devolve upon the next-of-kin? How about post-war maintenance? Shall we be able to obtain a photograph of his grave? Will facilities exist for visiting our military cemeteries? How can we arrange for wreaths to be placed on the grave on the anniversary of his passing or on his birthday?"

THOSE are among the most pressing anxieties. Let us look at the answers together, you and I, who in this moment of common sacrifice feel for each other so deeply.

Fifty-eight military cemeteries of this war have so far been named. Twenty are in Normandy, six in Belgium, nine in Italy, three in Sicily, twenty in North Africa. Work has begun on others in Holland. Few of these totals are final; they represent only those cemeteries for which names have been approved, while in the case of Africa, Italy and Sicily they are described as the "main" ones in these theatres. In Normandy they include Bayeux, first town captured by the Allies after D-Day, and Tilly, scene of bitter fighting before the break-through. Others are situated at Ranville, Bernay, Sequeville-en-Bessin, Barneville, Cambes, Rauray, Rosée and St. Mauvieu.

GRAVES of officers and men who lost their lives on the landing beaches have been brought together in one cemetery. It will be known as Hermanville Beach-head cemetery. Two of the twenty invasion burial grounds, at Beny-sur-Mer and Bretteville-sur-Laize, contain graves of Canadian troops only. Some of these places, as La Delivrande and Juaye-Mondaye—known also as Jerusalem—are comparatively small villages shown only on a large-scale map. The remaining five of these twenty Normandy cemeteries are situated at Ryes, Couville, Hottot-les-Bogues, Lingevres, and Fontenay-le-Mesnil.

FAMOUS names in the headlines of the fighting of last summer in Belgium, where permanent cemeteries are also to be constructed, include Bourg Leopold, Antwerp, Gheel and Louvain. In Holland, up to the present, only a few have been laid out, including one at Nijmegen. Service plots are being formed in certain civil cemeteries in all three countries, to be known, as were similar plots of the First World War, as communal cemetery extensions.

The twenty main North African cemeteries provide a poignant picture of the tide of battle in the critical years of 1941 and 1942, and of Field-Marshal Alexander's final triumphant campaign. They include El Alamein, Tobruk, Halfaya-Sollum, Acroma (Knightsbridge), and Benghazi and Tripoli military cemeteries in the Western Desert, Mareth (Guards) cemetery, Sfax, Enfidaville, Medjez-el-Bab, Thibar Seminary, Beja, Massicault, Tabarka (Ras-Rajel) and Oued Zarga cemeteries in Tunisia, and Algiers (El Alia), Bone, Bougie (La Reunion) and Dely Ibrahim cemeteries in Algeria.

EARLY actions in the Italian campaign will be commemorated in the Salerno Beach-head cemetery, and in the Sangro and Morro River cemeteries. At Anzio there will be built two more "silent cities of the slain," to be known as Anzio Military and Anzio Beach-head cemeteries. Of the three principal Sicilian burial grounds, two are British—at hotly-disputed Catania and at Syracuse—and the remaining one Canadian, at Agira.

Architects appointed by the Imperial War Graves Commission and already at work in these areas include Mr. J. H. Worthington, of Alderley Edge, Cheshire, in North Africa; Mr. Louis de Soissons, of Welwyn Garden City, in Italy; and Mr. Philip Hepworth, of Chiswick, West London, in Northern France. One of the first decisions of the Commission in 1940 was to erect headstones of the same pattern as that which marks the graves of the First World War. With the exception of North Africa, Eritrea, Abyssinia and similar regions where the tide of battle has long since ebbed serious constructional work must inevitably wait, first upon the regrouping of isolated graves, and secondly upon the end of hostilities.

The Only Money Asked of Us

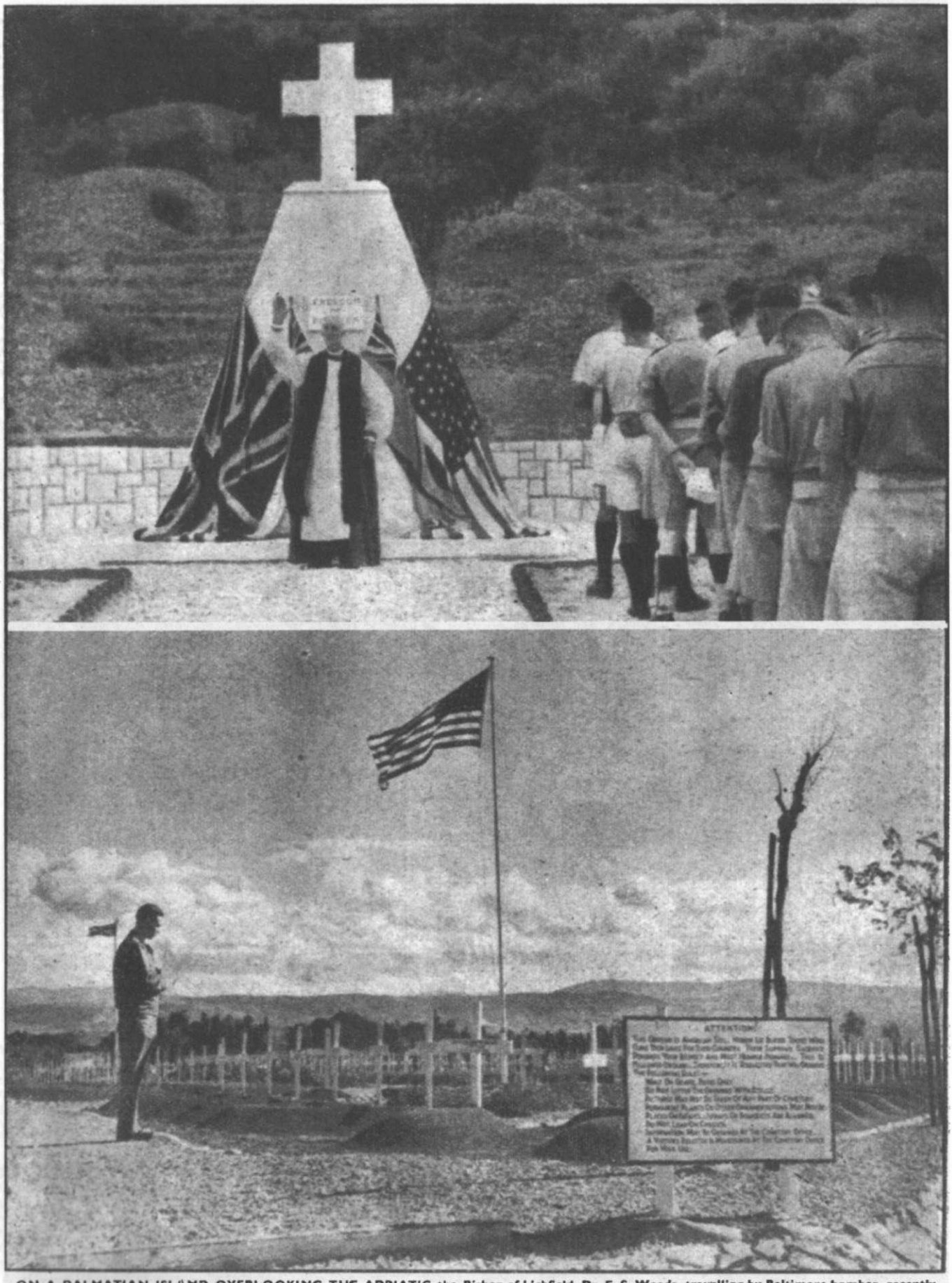
Then there are such problems as design, shipping of the headstones, and the assembly of skilled labour, including the stonemason and those sterling fellows whom, in the decades between the two wars it was a privilege to know—the ex-Servicemen caretaker-gardeners. These, in the final count, are the backbone of the Commission. Carved on each headstone, in serried rows by the right as the warriors beneath them dressed on earth by the right, are the name, age, rank, unit and Service number of the casualty, together with his corps or regimental badge.

In every case provision is made for a personal inscription chosen by the next-of-kin and restricted to sixty letters, to appear at the foot of the headstone. For this the nominal sum of 7s. 6d. is asked; should this impose a hardship, then the Commission will bear the charge itself. That is the only money it asks of us. Each grave in time and in season will be planted with flowers, shrubs and plants indigenous to the country; none will ever lack its floral quilt. In certain theatres, notably France and Belgium, the Commission will establish new or restock old nurseries, from which millions of plants will be propagated and transplanted. Unto our children's children—unto perpetuity—the Commission is charged in this way with the maintenance of the graves of our boys, and well enough endowed never to want for funds.

You yearn for a picture of his grave? You long to visit it? You want to remember him with your own personal tribute on his birthday? All these affairs are best arranged through a reputable ex-Servicemen's association. For those—the very poor—who want to visit a distant cemetery but lack the funds for the trip, free passages might possibly be provided. More than one organization extended a helping hand in this way after the First Great War.

AT the moment of going to press we learned with deep regret of the sudden death of Mr. Victor Hyde, author of this article. For years he had been accepted as the leading authority on the subject and as special correspondent of our national newspapers he had visited the battlefields many times.—ED.

For Them the Tumult and Discord Has Ceased



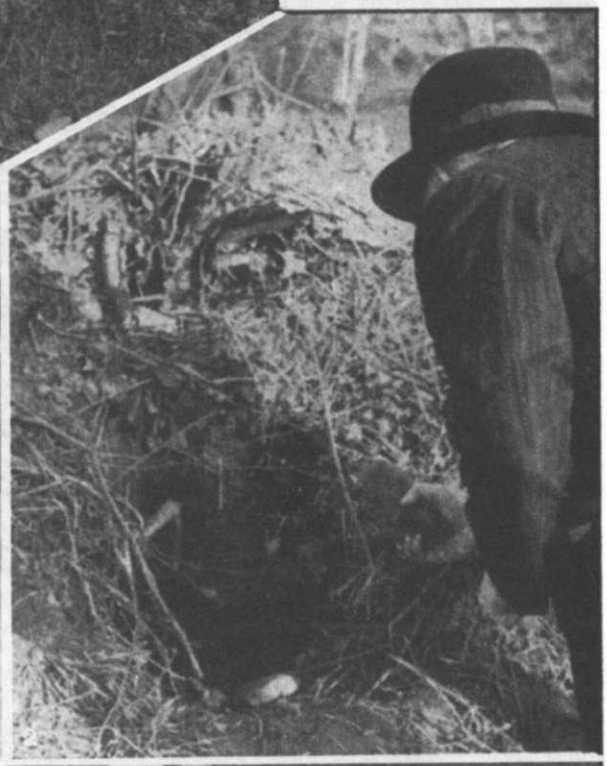
ON A DALMATIAN ISLAND OVERLOOKING THE ADRIATIC the Bishop of Lichfield, Dr. E. S. Woods, travelling by Baltimore bomber, recently consecrated a cemetery for Allied war dead (top). Only a few miles of water separate it from German-held territory. On the island is also an advanced R.A.F. airfield used for strikes into Yugoslavia. A U.S. soldier pays silent homage to fallen comrades in a temporary U.S.-British cemetery at El Alia in N. Africa (bottom) over which fly the Union Jack and Old Glory. See facing page. *Photos, British Official, Keystone*

Hue-and-Cry for Nazis in the Vale of Glamorgan

SEVENTY GERMANS made a daring mass-escape from a prisoner-of-war camp (1) at Bridgend, Glamorganshire, on March 11, 1945, tunnelling a narrow 27-ft. passage from their sleeping-quarters to beyond the barbed-wire (2). Though 16 were caught before they could run a hundred yards and another 12 within as many minutes, the remainder for a time eluded capture, the hue-and-cry over the Vale of Glamorgan and beyond developing into one of the biggest man-hunts ever seen in Britain. R.A.F. planes, thousands of armed troops, including U.S. soldiers equipped with tear gas, police, Home Guards, girls of the Women's Land Army and civilians joined in the chase.

A patrol checks up on a motorist's identity card (3). After 40 hours of freedom, these prisoners (5), including S.S. troopers, Luftwaffe pilots and naval men, were escorted back to camp. By March 17 all the fugitives were recaptured. Four Nazi prisoners unsuccessfully tried to seize a Mustang on a North-country U.S. airfield in December 1944; they are seen (4) after recapture.

Photos, U.S. Official, Topical Press, News Chronicle, Keystone



I WAS THERE! Eye Witness Stories of the War

Royal Navy to the Rescue of Hunted Norwegians

Mostly women and children, 525 Norwegians were collected by a small Military Mission of their own countrymen, then brought safely to a British port (announced March 18, 1945) by Royal Navy and Royal Canadian Navy destroyers. How this rescue was effected was told to Evening Standard Naval reporter Gordon Holman by a Norwegian Army officer.

THESE are very simple people. They not only had no desire to work for the Germans, but they also hated leaving their homes. They know little of the outside world and all they wanted was to be left to their fishing. But the Germans showed them no mercy and when we set out we knew that they were living in the most desperate conditions.

We arrived in a bay off the island one morning. The land appeared to be deserted, but then we caught sight of one or two people. They were trying to get away up the steep mountain. We shouted to them, but, like timid and frightened animals, they still wanted to get away.

Then we managed to persuade one of them that we were really Norwegians. The others stopped, and presently the news was being carried all over the island that help had come. We had food with us on this small relief patrol, and we gave it to them and then began to collect the old and sick people. There was very little daylight, and we took some time to get 200 ill and old inhabitants into our boats.

I lived in a small tent. There was nowhere else to live unless you crowded into the caves and peat houses and rock crevices in which these poor people were existing. For four months they had watched the Germans come day by day and burn dwellings and any form of human shelter. The Nazis did not always trouble to give a warning. In one house two women were burned to death ; one was aged 90, the other 27.

The Germans came in armed trawlers and R-boats, and destroyers were known to be in the region. One day I watched them blow up what I think was the last remaining building in Hammerfest just across the sund where they used to have a U-boat base. We organized the evacuation despite these daily visits from the ruthless German patrols.

I saw Germans come ashore one day and wade up to their armpits through snow just to burn a shed in which there was some hay.

One night my patrol went out in a heavy snowstorm and the Germans were searching along the seaboard aided by a searchlight from one of their vessels. Often men dug themselves deep down into the snow to avoid detection by the Nazis.

Finally more than 500 people were collected ready for the great moment when Allied warships came to evacuate them. One man carried his grandmother on his shoulders 18 miles to be ready at the point of evacuation.

Then there were days of great suspense, but one morning British warships steamed in and men, women and children were taken aboard them, given hot food and treated once again as human beings.

Maj.-Gen. T. W. REES, D.S.O., M.C., Commander of the 19th Indian ("Dagger") Division, broadcast a running commentary of the fierce fight for Fort Dufferin, Mandalay, which we entered on March 20, 1945. Story is told below. *Photo, British Official*

The British sailors gave everything they could to them. Thirty children were in the captain's cabin in one destroyer. It was wonderful to see them no longer afraid.

Mandalay Battle Was Fought with Burning Oil

Second city of Burma, Mandalay had been in Japanese hands for close on three years when troops of the 19th Indian ("Dagger") Division captured it on March 20, 1945. Fort Dufferin was the centre of Jap resistance in fighting that was still in progress on March 11, when this dispatch was written by Daily Herald war reporter Arthur Halliwell.

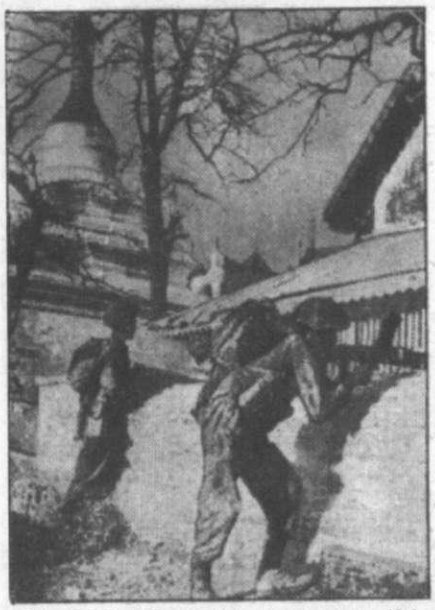
JAPANESE resistance is stiffening as troops of General "Thruster" Rees's 19th Division push on into Mandalay. Those of us who watched the Japs repulse yesterday's gallant attack on Fort Dufferin got a very good idea of what we can expect in the next few days. They are resisting from pagodas, from deep air-raid shelters built by Burmese, and from immensely strong concrete pillboxes.

And they are fighting with all their old fanatical indifference to death. The Jap in this mood is the most difficult soldier in the world to beat. Some of them have crept back on to the slopes of Monastery Hill and gone to earth like moles in the maze of tunnels connecting the various pagodas with which the mountain is studded. There has been some gallant and spectacular fighting up there during the last 24 hours.

Gurkhas have been sitting on the tops of pagodas, lobbing grenades at the Japs inside in a grim game of pitch and toss. Today they have been employing "Ali Baba and the Forty Thieves" technique by pouring boiling oil and petrol into the tunnels and literally frying the Japanese alive.

Meanwhile, the slow encirclement of Fort

BRITISH NAVAL FORCES STOOD BY in the fjord (above) whilst Nazi-hunted Norwegians tramped through the snow of Soroy Island (left) with all the haste they could muster to the safety of the waiting rescue-ships, which transported them to Scotland, where they were then billeted. See story above, and page 749 ; also pages 588-589. *Photos, Norwegian Official*



IN MANDALAY, British troops of the 19th Indian Division guarded a pagoda entrance, waiting for the emergence of Japanese who had "gone to earth" in tunnels beneath, before the city fell on March 20, 1945. *Photo, British Official*

Dufferin continues. To the east Gurkhas are making a sweep outside the city boundaries, while men of the Royal Berks are working down the western moat against comparatively slight resistance.

At times yesterday the warfare seemed to hark back to the days of the Thin Red Line and the Crimea. A crew of five ran their gun right up to Fort Dufferin to blast breaches in its 20-ft. walls, over open sights.

I went up to watch the shoot. The red battlements of the fort were only 200 yards away when the gun unlimbered. We were so close that fine dust from the walls smothered us as 100-lb. shells hammered into them. We could see the great walls crumbling. Bricks and mortar flew high. Soon a wide breach has been made. Then the crew shifted the sights and pounded the Japs inside the wall at two other points in preparation for a charge of the Frontier Force Regiment that was to follow.

"It's the best shoot we've ever had," Sergt. Gus Pratt, of Leeds, told me. "We've done some bunker-blasting over open sights, but we've never fired at such close range. It gave all the lads a kick to see our shells knocking hell out of the wall." The gun had fired 50 rounds before Jap snipers managed to work round on the flank.

As the gun withdrew, its work well done, tanks and infantry began moving up. I watched their assault from the shelter of fox-holes. The tanks moved up to within 50 yards of the fort, hammering the walls with shell fire, and spraying machine-gunners on the battlements with small arms fire.

The whole of the main gateway was soon ablaze. It burned like a torch, spouting flames 50 feet into the air. Great timbers came crashing down in cascades of sparks, while the sappers crawled forward to cut the Japs' wire and locate the mines. Those sappers were heroes. They went in right under the enemy's guns. I saw one pitch forward on his face and lie still. But his comrades crawled resolutely forward without pause.

FORT DUFFERIN was the last Japanese stronghold in Mandalay, surrounded with a wide moat and high battlemented wall, both of which were heavily attacked by R.A.F. Hurribombers of Eastern Air Command before the final assault *Photo, The Times*

First Into White Flag Villages on the Rhine

Driving 52 miles in 58 hours, armour of Gen. Patton's U.S. 3rd Army made a cross-country dash from the region of Trier, to reach the Rhine, near Coblenz, on March 7, 1945. Sam White, with one of the tank columns, describes in this story from The Evening Standard the scenes in Rhineland villages which they were first of the victorious Allies to enter.

We mounted our tanks, and the lieutenant almost whispered into the mouthpiece, "Let's go!" One after another, heaving slightly like cruisers in a heavy swell, six tanks in our column moved off to see what fire we could draw from the opposite bank of the Rhine, and to round up some of the hundreds of German soldiers waiting patiently to surrender.

I watched the east bank of the river intently. It was like a film travelogue in slow motion. The villages and small towns, smokeless factory chimneys and deserted fields, slipped by us looking as though some magic had robbed them of all life.

Then we saw our first village approaching and the lieutenant said, "None of our boys have been through here yet. Keep an eye out for snipers . . ." As we neared it we could see white flags fluttering everywhere. Some were as large as tablecloths.

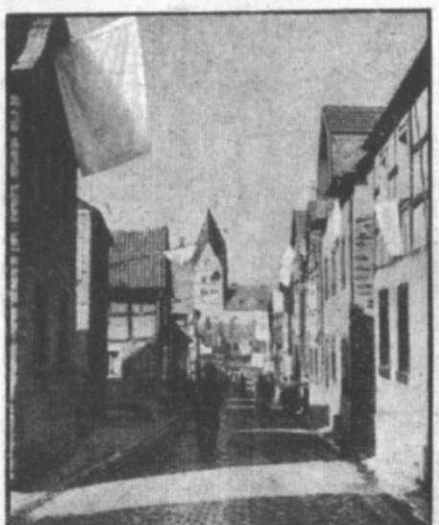
The main street was crowded with civilians busily looting a wrecked German convoy. Immediately they saw and heard us they scattered, and when we entered the village street looked deserted. It was strange to see the first immediate impact on German civilians of American armour clattering down their street. Everywhere faces peered at us from nervously drawn window blinds.

A few of the braver spirits, almost invariably middle-aged men, stood in the doorways of their houses. Some smiled sheepishly; others raised their caps; one or two attempted something like a wave. One man in complete panic gave the Nazi salute. The lieutenant gazed sharply round at him, then grinned, "Say, that guy was scared!" And so we drove on, and saw a little girl who could not have been more than about eight, running madly towards the back yard of her home with her hands up in the air. We left this village and clattered into another. Again white flags, again the same scared faces at the windows. There were, however, a few fresh highlights. There was a woman, for example, who put up her hands as we approached, and when the lieutenant signalled her to put them down, began waving frantically with both hands.

Then there was an unforgettable little scene as we passed a large, prosperous-looking house. We caught a brief glimpse of the interior, of the family seated at their Sunday dinner. Suddenly, someone ran out from the back of the house and began waving and blowing kisses at us. She was a middle-aged, rosy woman with high cheek bones, wearing a coloured handkerchief round her head, and high Russian peasant boots. She was calling out greetings in Russian to us.

There was no need to wonder what was behind this scene. She was obviously a Russian domestic slave of this prosperous German family, greeting her liberators. As we rounded the bend of the village street we saw some more people frantically dashing into their houses, and the lieutenant shrewdly guessed they were going to warn German soldiers hiding there that we were coming.

And so we lumbered on towards the small town Patton's men had taken four days ago. Here the atmosphere was entirely different. People had become accustomed to the idea of being "occupied," and were wandering about engaged in a Sunday afternoon stroll. They were dressed in their Sunday best.



WHITE FLAGS AT DURENBACH, in the Rhineland, suggested washing-day when the 11th Armoured Division of the U.S. 3rd Army seized it in March 1945. *Photo, U.S. Official*

I'm Running a Railway in Battered France

Taking a rest from actual war, an American soldier in France—Lieut. S. B. Valentine, Corps of Engineers—has recorded in letters home something of the lighter side of active service and how even in the most unpromising circumstances a good time may be had by all! His stories are reproduced by arrangement with the New York Times Magazine.

I am now running a railroad. The system in these parts was knocked out by the Air Force; it is our job to get it functioning again. I feel like a kid who has got a new set of tracks for Christmas, and, although I will soon have to turn it over to the N.C.O.s and go back to saying "yes" and "no," at the moment I am out there all day and most of the night batting cars around, pulling switches, blowing whistles and hopping on and off trains like a dancer.

Theoretically, I am trying to co-ordinate our rail activities with those of the French,

but for reasons I will describe this sensible idea seldom becomes a fact. First, there is that little matter of the language barrier. My French has improved, but it's not up to conversations on technical subjects. Usually when I ask for a schedule of their trains I get a detailed drawing of a switchbox. If I tell them I will have a train for them at such and such an hour they turn up at that time expecting dinner.

Then, too, the French seem to be capable of what I can only call enthusiastic inefficiency, especially now that anybody is an "official" of the railroad—if you order two locomotives for Thursday you don't get them on Thursday; instead, the following Saturday you get four. Much of my time is spent in conferences with the Chef de Gare. Before we can begin one, there must be a pause while he takes off his beret and puts on his official hat with the stars on it. This done, we settle down to argue about schedules.

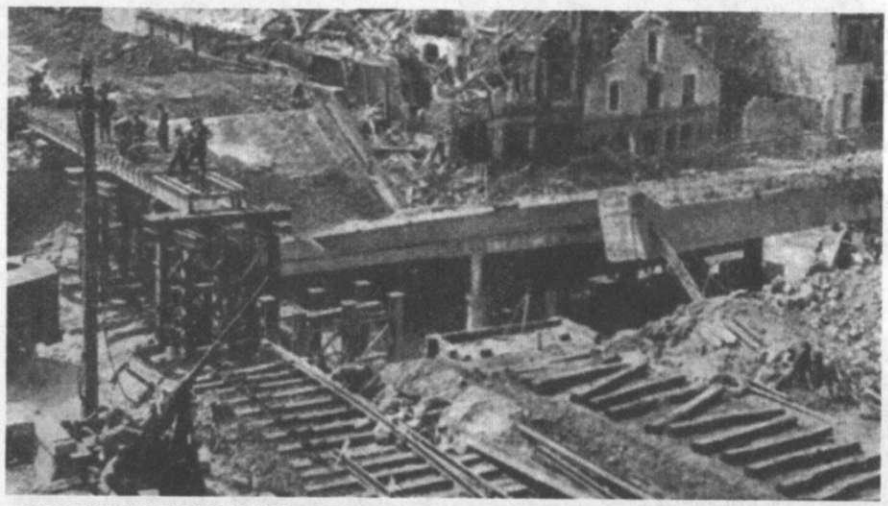
My aim is to find out if anything is coming through at a given time. I am assured a thousand times no—it is impossible—the road is bombed out above or below, nothing could pass. Still dubious, but somewhat reassured, I rise; the Chef removes his official hat and puts his beret back on. We adjourn for a glass of wine next door. At this very moment I hear a familiar sound, and blanketa, blanketa, blanketa, an express comes "balling the jack" down the line. The Chef looks at it, gives an enormous shrug and says to me, "Ce n'est pas possible."

Some day soon, of course, all this will be straightened out. When it is I hope we will have moved on, because things will be damn dull. We work from dawn to 8 p.m. and by the time we have had our chow it is about 9. So, for lack of any other diversion, we get in a jeep and drive around, stopping to talk to groups of French. A few nights ago on one such trip we got ourselves involved in some local happenings.

As we drove through the winding, house-smothered streets we could dimly see people standing in the doorways, or leaning against trees, talking and waving their hands as usual. In one village we came to a complete standstill because we couldn't get through the knot of people standing in the middle of the road. We were promptly surrounded and everybody started spitting French at us like a battery of machine-guns.

By concentrating on one set of speakers that were chattering in front of me I learned that there was a fire at a near-by farm. When I started to translate for T., he said: "Hell, I knew that, because there are two French firemen in our back seat!"

Arriving, finally, at the fire it proved to be something of an anticlimax, to us anyway. Only a haystack was burning, in the middle of a square of barns. Everything was confusion: there were horse-drawn water-tanks, firemen in full regalia (which is very fancy here), other firemen on bicycles, and villagers snarled up in hose lines that were still dry. Everyone was yelling for "l'eau!" at the top of his or her lungs. T. and I had to leave shortly, but not before we saw a tiny, tired trickle of water come out of one nozzle and land about three yards short of the stack. The whole thing would have disgusted Mayor La Guardia, but a high old time was had by all.



REPAIRING THE RAIL BRIDGE AT CAEN, Normandy, wrecked by Nazis in July 1944, a typical example of the work of the Royal Engineers, Pioneer and Railway Construction Corps. By March 19, 1945, they had restored 80 railway bridges, and repaired 1,020 miles of main-line routes in north-west Europe since D-Day. Experiences of an engineer operating a battered French railway are told in the accompanying story. *Photo, British Official*

OUR DIARY OF THE WAR

MARCH 14, Wednesday *2,020th day*

Western Front.—U.S. 3rd Army infantry crossed Moselle S.W. of Coblenz.

Air.—R.A.F. ten-ton bombs used for first time in daylight attack on viaduct at Bielefeld. At night, R.A.F. bombed enemy troop concentrations in Zweibrucken and Homburg.

Russian Front.—In the Carpathians Soviet troops captured Zvolen, N. of Budapest.

Mediterranean.—Allied bombers from Italy attacked Hungarian oil plants 35 miles from Russian front.

MARCH 15, Thursday *2,021st day*

Western Front.—U.S. 7th Army launched attack on the Saar Basin.

Air.—U.S bombers attacked H.Q. of German General Staff at Zossen. R.A.F. dropped ten-ton bombs on viaduct at Arnsberg, and at night made heavy attack on Hagen, east of Ruhr.

MARCH 16, Friday *2,022nd day*

Western Front.—U.S. 1st Army troops cut Ruhr-Frankfort motor-road. 7th Army captured Bitche.

Air.—At night R.A.F. heavy bombers attacked Nuremberg and Würzburg.

Russian Front.—German counter-attacks N. of Lake Balaton slackened after loss of 600 tanks and 20,000 men in 13 days' battle.

Pacific.—Organized Japanese resistance ended on Iwojima.

Japan.—Super-Fortresses made heavy attack on port of Kobe.

MARCH 17, Saturday *2,023rd day*

Western Front.—U.S. 3rd Army troops stormed into Coblenz.

Air.—Strong forces of Allied bombers attacked German oil plants, tank factories and railway yards.

Sea.—Coastal forces of Royal Navy and aircraft of Coastal Command scattered E-boat formations in the North Sea.

MARCH 18, Sunday *2,024th day*

Western Front.—U.S. 3rd and 7th Armies converged on Germans west of the Rhine; tanks entered Bad Kreuznach and Bingen.

Air.—Over 1,300 Fortresses and Liberators made greatest daylight attack on Berlin. Typhoons made low-level attacks on headquarters of Gens. Blaskowitz and Christiansen in the Netherlands.

Russian Front.—Baltic port of Kolberg, N.E. of Stettin, captured by Soviet troops.

Japan.—U.S. carrier-aircraft attacked airfields in Kyushu. Super-Fortresses bombed Nagoya.

Pacific.—U.S. warships bombarded Japanese positions in Kurile Is.

MARCH 19, Monday *2,025th day*

Western Front.—French troops of U.S. 7th Army crossed German frontier. Coblenz cleared of the enemy.

Air.—U.S. bombers attacked jet-aircraft installations in southern Germany. Lancasters attacked viaduct at Arnsberg with ten-ton bombs.

Burma.—Troops of 2nd Division occupied Ava, south of Mandalay.

Philippines.—U.S. troops landed on island of Panay.

Japan.—U.S carrier-aircraft bombed Kobe and Kure. Carrier task-force also attacked units of Japanese Fleet in the Inland Sea.

MARCH 20, Tuesday *2,026th day*

Western Front.—U.S. 3rd and 7th Armies linked up W. of Kaiserslautern. 3rd Army reached Mainz and captured Worms. 7th Army captured Saarbrücken and Zweibrücken.

Air.—Fortresses and Liberators attacked U-boat yards and oil refineries at Hamburg. R.A.F. bombed railway yards at Hamm and Recklinghausen and at night attacked oil plants near Leipzig and Heide.

Russian Front.—Soviet troops took Braunsberg, E. of Danzig, and by capturing Altdamm wiped out German bridge-head on Oder E. of Stettin.

Burma.—All Mandalay freed with capture of Fort Dufferin.

MARCH 21, Wednesday *2,027th day*

Western Front.—Ludwigshafen, opposite Mannheim, entered by U.S. 3rd Army. Kaiserslautern cleared.

Air.—U.S. bombers attacked jet-aircraft bases near Dutch-German border. R.A.F. dropped ten-ton bombs on railway bridge near Bremen. Mosquitoes bombed Gestapo H.Q. in Copenhagen.

MARCH 22, Thursday *2,028th day*

Western Front. Troops of U.S. 3rd Army crossed Rhine at Oppenheim, S. of Mainz.

Air.—R.A.F. and U.S. bombers attacked advanced bases and army concentrations east of Wesel and in the Ruhr.

Russian Front.—In Silesia Koniev's troops broke through W. and S. of Oppeln, capturing Neustadt and Steinau.

MARCH 23, Friday *2,029th day*

Western Front.—British, Canadian and U.S. forces under Montgomery began to cross Rhine in Wesel sector. Speyer and Landau captured, Mainz cleared, by U.S. 3rd Army.

Air.—R.A.F. and U.S. bombers again attacked railways with object of isolating the Ruhr.

Russian Front.—Zoppot, between Danzig and Gdynia, captured by Soviet troops.

Far East.—U.S. battleships and carrier-aircraft attacked Ryukyu Islands, between Formosa and Japan.

MARCH 24, Saturday *2,030th day*

Western Front.—Allied airborne troops dropped east of Rhine and linked up with Montgomery's land forces. British Commandos captured Wesel.

Air.—Sixteen German airfields bombed by U.S. aircraft. R.A.F. bombed marshalling yards near Sterkrade. Bombers from Italy attacked tank works at Berlin.

Russian Front.—In Hungary, Tolbukhin's troops made sweeping advance, capturing Szekesfehervar. In Silesia, Koniev captured Neisse.

Australia.—New graving dock at Sydney (Captain Cook Dock) opened.

MARCH 25, Sunday *2,031st day*

Western Front.—Four landings across Rhine between Rees and Wesel merged into 30-mile bridgehead. U.S. 3rd Army crossed Main and captured Darmstadt.

Air.—R.A.F. attacked railway centres of Munster, Osnabruck and Hanover. U.S. Liberators bombed buried oil depots in Hamburg area.

Russian Front.—Malinovsky's troops broke through W. of Budapest and occupied Esztergom, Neszmely, Felsogalla and Tata. In Baltic, Heiligenbeil was captured.

Far East.—Liberators wrecked hydro-electric plant on Formosa.

MARCH 26, Monday *2,032nd day*

Western Front.—Scottish troops of 2nd Army cleared Rees; U.S. 1st Army reached Limburg; 3rd Army tanks entered Bavaria at Aschaffenburg; 7th Army crossed the Rhine N. of Mannheim.

Russian Front.—Malinovsky captured Banska-Bystrica in Slovakia. Tolbukhin took Papa and Devecser on approaches to Austria.

Far East.—U.S. carrier-aircraft and battleships again attacked Okinawa in the Ryukyu Islands.

Flash-backs

1941

March 20. *British Somaliland cleared of Italian troops.*

March 24. *El Aghella occupied by Axis forces; first appearance of Afrika Korps in Libya.*

1942

March 17. *Gen. MacArthur arrived in Australia as C.-in-C. of Allied Forces in South-west Pacific.*

March 23. *Japanese occupied Andaman Is., in Bay of Bengal.*

1943

March 15. *Russians evacuated Kharkov (held since Feb. 16).*

March 20. *8th Army began assault on Mareth Line in Tunisia.*

1944

March 15. *Cassino town attacked with 1,400 tons of bombs.*

March 19. *German troops began occupation of Hungary.*

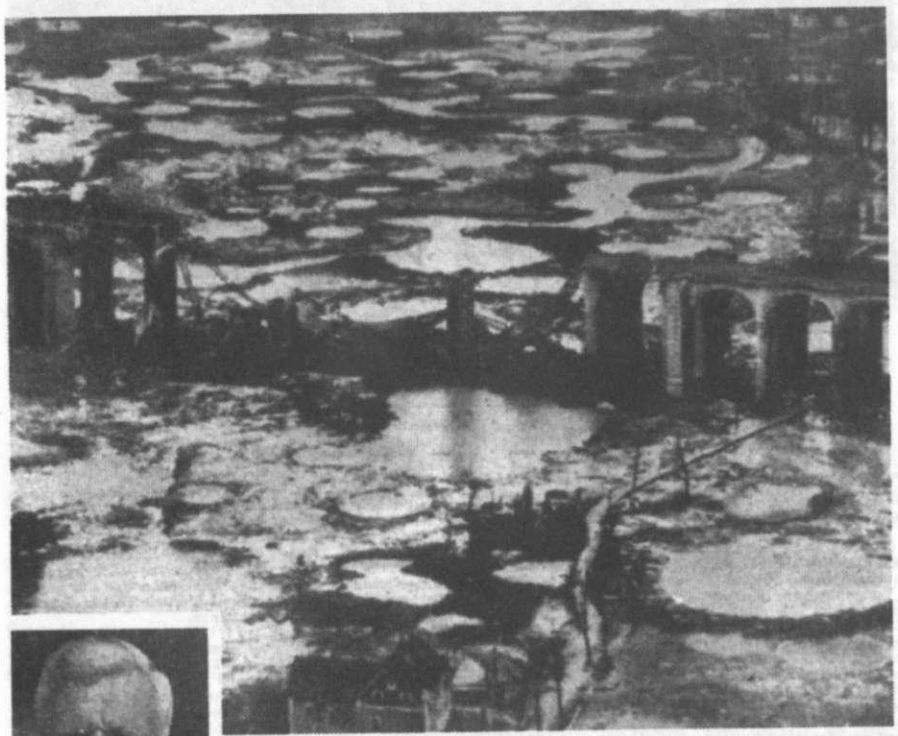
March 24. *Major-Gen. Wingate killed in air crash in Burma.*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

TECHNICALLY and practically, the most important development in the air war is the introduction of the 22,000-lb. streamlined bomb. Designed by Mr. B. N. Wallis, of Vickers-Armstrongs, its development was the responsibility of the Ministry of Aircraft Production, with the English Steel Corporation of Sheffield, who cast the first bodies, playing a great supervisory part in the technique of metallurgy. Complete bomb bodies are now being supplied from the U.S.A., although the only aeroplane so far modified to carry this huge bomb is the Lancaster. It takes a ground crew of six half-an-hour to load one bomb into a Lancaster with special hoisting tackle.

The development of large bombs has continued progressively throughout the war.



R.A.F.'s NEW 10-TON BOMB, designed by Mr. B. Neville Wallis (left), did this to Bielefeld twin viaducts, first enemy objective to feel the enormous missile's weight. The structure carried one of the two last remaining double-track railways east from the Ruhr before it was thus dealt with by Lancasters in daylight on March 14, 1945.
Photos, British Official, Associated Press

In March 1941 the R.A.F. dropped its first 4,000-lb. bomb. Early in 1943 came the 8,000-lb., and early in 1944 the 12,000-lb. bombs. All these were of the "blockbuster" type, intended to destroy built-up area structures such as factories, largely by blast effect. In June 1944 came the streamlined 12,000-lb. bomb which sank the Tirpitz, but failed to burst the Sorpe dam. Will the latest 22,000-lb. bomb break this massive concrete dam that its forerunners have failed to break? Up to the moment of writing it has been used only against railway viaducts between the Ruhr and central Germany.

THE first 22,000-lb. bomb attack was made on March 14, 1945, on twin viaducts at Bielefeld. Photographic reconnaissance disclosed that they were wrecked over more than 100 yards, or nearly one-third of the overall length of the structure. The great piers supporting seven spans of the southern viaduct had entirely disappeared and only the stumps remained of the piers carrying seven spans of the other. It should be borne in mind that a viaduct is a most difficult target. (See illustration in this page.) On March 15, Bomber Command's 22,000-lb. bombs were again used, this time against the railway viaduct at Arnsberg. On March 19, Lancasters carrying 22,000-lb. and 12,000-lb. bombs again attacked this viaduct, and another in the area of Bielefeld; they were escorted by Mustangs of Fighter Command.

These attacks were part of a strategic assault from the air upon German communications. On March 10, the U.S.A. 8th A.F. sent 1,350 Fortresses and Liberators with 500 Mustang fighters as escort to bomb the Ruhr railway marshalling yards. On March 11, medium bombers of the M.A.A.F. for the first time flew over German-occupied Austria to bomb the railway bridge near Drauburg, 105 miles south-east of Munich, on the line between Lienz and Klagenfurt.

Next day over 1,000 Lancaster and Halifax bombers with a fighter escort attacked the Ruhr communications centre of Dortmund; more than 5,000 tons were dropped, and nearly 75 per cent of the force carried a 4,000-lb. bomb in their load, while some had 12,000-lb. bombs; Dortmund has now received about 22,000 tons of bombs. On the same day about 700 Fortress and Liberator bombers attacked railway yards between Frankfort-on-the-Main and the Ruhr. On March 13, Halifaxes with a fighter escort bombed the repaired town of Barmen, on the last main route then open to the Ruhr.

In addition to its nightly raids by Bomber Command Mosquitoes, Berlin had two big daylight communications raids by the U.S.A. 8th A.F. heavy bombers. On March 15, 1,350 Fortresses and Liberators, escorted by over 750 fighters, bombed military targets near Berlin, including the railway yards at Oranienburg, 20 miles north of the capital. These yards were hit by 3,500,000 lb. of bombs, many of them 2,000-lb. bombs—the first mention of bombs of this calibre being used by these day bombers.

On March 18 nearly 1,000 Fortresses dropped their loads on Berlin's Schlesischer Station traffic centre two miles east of the German Air Ministry, and the North Station freight yards two miles north of the Ministry, while more than 300 Liberators struck at armament works in Tegel and Hennigsdorf, six and eleven miles north-west of Berlin. From noon a ton of bombs fell every second, until more than 2,700 tons were dropped. Me. 262 jetplanes attacked the bombers, and three Fortresses were lost.

OIL Plants Systematically Paralysed by Bomber Command

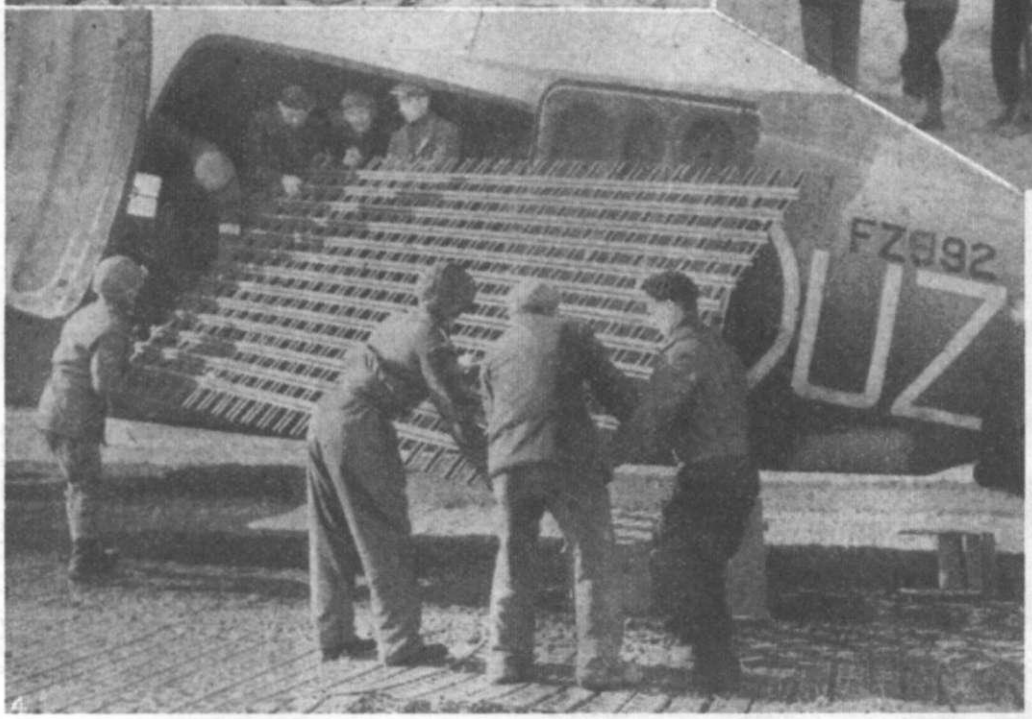
The second great strategic bombing plan, that against oil targets, was continued. Bomber Command attacked Scholven-Buer synthetic oil plant in the Ruhr (March 10); the synthetic oil plant at Lutzendorf, near Halle, Saxony, on March 14-15; benzol plants at Castrop Rauxel and near Essen on March 15; one benzol plant near Huls and another north-east of Dortmund (March 17); two benzol plants, one 10 miles east of Bochum and one north of Hattineen (March 18); an oil refinery at Bremen (March 20). On March 15, U.S.A. 15th A.F. Fortresses flew 1,400 miles to bomb the Ruhland oil refineries between Berlin and Dresden—the greatest effort yet from Italy; while Liberators of the same force bombed Moosbierbaum, Floridsdorf and Schwechat oil refineries near Vienna. On March 17, the U.S.A. 8th A.F. sent 1,300 Fortresses and Liberators to bomb oil targets at Bohlen, Ruhland, Moblis, Hanover, and Munster.

Other objectives attacked in Germany were Ruhr Valley targets by 1,350 U.S. bombers (March 9); over 500,000 incendaries on Dessau by Bomber Command (March 7-8); 4,000-5,000 tons on Essen by Bomber Command (March 11); over 1,600 tons on Swinemunde by U.S. bombers (March 12). Fortresses and Liberators bombed the H.Q. of the German General Staff at Zossen, 20 miles south of Berlin, on March 15.

U.S. forces landed on Iwojima island on February 19 following an air and sea bombardment. Resistance ended there on March 16, and Iwojima's southern airfield is now one of the busiest in the Western Pacific. The first Super-Fortress came in early in March, and before the end of that month Super-Fortresses were landing there on their way back to base after almost every mission over Japan. (Their bomb load can be increased because Iwojima cuts the distance from the Marianas bases almost by a half.) Super-Fortress targets in Japan were Tokyo for the twelfth time on March 9-10, when about 15 square miles of factories and buildings were destroyed by fire; and Nagoya on March 11, when 2,000 tons of incendiaries were dropped; while Osaka, second largest city in Japan, received 2,000 tons on March 13.

On March 19 about 1,400 U.S. carrier aircraft, operating with a naval force that sailed into the Inland Sea, attacked targets in Kyushu—mainly Kobe, Kure and other bases—while Super-Fortresses attacked farther north; 475 Jap aircraft were destroyed, mostly on the ground. Much damage by fire was caused in these raids against Jap cities by a new incendiary cluster bomb. At about 5,000 feet this 500-lb. bomb releases a shower of 6-lb. bombs filled with jellied petrol, each of which spreads flaming petrol for about 30 yards.

How Transport Command Serves Us Overseas



ON A BELGIAN AIRFIELD British Army lorries line up (1) ready to rush supplies from Dakota aircraft of R.A.F. Transport Command to forward positions on the Rhineland front. While Allied armies probe deeper into the Reich, the Support Group of Transport Command fly priority supplies—ammunition, rations, medical requisites, letters from home—to the front lines. They carry troops homeward on leave, and wounded to hospitals in Britain.

Inside a Dakota (2), showing mail and newspapers being unloaded for forward units. Belgian civilians assist Allied wounded on board a homeward-bound plane (3). When Transport Command took over a Belgian airfield, the aircraft using it brought their own 1,200 yards of runway carried in the form of steel netting in large sections (later to be covered with matting when in position), one of which is seen (4) being unloaded by civilian workers. See page 749.

 Photos, Brit. Official

Smiles and Ships Snapped by Our Roving Camera

CHEERY GIRLS OF THE LAND ARMY, whose smiles and spades have helped carry us through grimly critical times, about to go ditching. They retain their cheerfulness in spite of Mr. Churchill's announcement that our Women's Land Army would not qualify for post-war gratuities.

BROADSIDE LAUNCH down the slips at a Southern England dockyard. This ship, the heaviest yet launched by this method, with a displacement of 1,000 tons, will be used as a Fleet Air Arm ferry and is expected to go to the Far East for service against the Japs.

" HEART OF OAK," English all-timber ships, famed since King Alfred's day, are still being made and launched at Rockchannel, Rye, Sussex. In this cradle of the Royal Navy, workmen whose craft is a thousand years old are building these ships for duty in the Pacific. With hulls of Sussex oak—100 trees go to each vessel—they are fitted with Diesel engines and have a displacement of 120 tons.

N.F.S. WOMEN proudly marched past Mr. Herbert Morrison, the Home Secretary (left), in Hyde Park, London, on March 18, 1945, when 4,000 part-time members of both sexes of the N.F.S., representing their 30,000 comrades, took part in a farewell parade. Following the official stand-down order on February 1, this was their last appearance in the familiar red-and-blue uniform. Said Mr. Morrison, " I should be doing less than my duty if I did not say that you deserve and are given the thanks of the Government for your public spirit."

Photos, Fox, New York Times Photos, Planet News

Editor's Postscript

On an overnight journey to The Land o' Cakes recently I was approached in my sleeper by the guard of the train who asked at what time I wished to be called, adding *sotto voce*, "And perhaps you'd like a cup of tea and some biscuits, sir?" I was so overcome at the thought of morning tea (on a wartime railway journey) that I tipped the man there and then, telling him to call me (with tea) half an hour before we reached Glasgow as I had an important appointment early in the day. Thanks to a tiring afternoon in town I slept like a log, confident in the guard's assurance that I should not oversleep. Judge of my horror when I woke to find the train already in the station at Glasgow, with the passengers streaming past my window and not a sign anywhere of either the guard or the much-needed tea! And the moral? Of this, frankly, I'm not sure, though I feel it has something to do with the perils of tipping in advance. And yet how often in peacetime have I secured the maximum of attention from stewards, waiters and railway guards by the judicious application of a not too substantial preliminary tip in anticipation of favours to come. Perhaps the real moral has something to do with the absurdity of not only expecting to be called on a wartime train but imagining that mere money can buy a cup of tea on it as well.

I confess that until today I hadn't heard that of our many wartime shortages one of the most acute is that of schools. A friend of mine recently went to live in one of the Home Counties within half-a-dozen miles of four fairish-sized towns with populations of 30,000 and upwards. For two months his wife has been trying to find a school for their 12-year-old daughter—any school, anywhere in the neighbourhood. But all report "House Full," with waiting-lists stretching well into 1946. The nearest, and in many respects the most suitable, schools are those evacuated from London since the war. But these are not permitted to take pupils other than from their home-district in London. Even the elementary schools have no vacancies: it is, they explain, purely a matter of desk-room with them and any extra pupils would have to do their lessons standing up. In desperation, my friend thought he would force a conclusion. Writing to the County Educational Authority, he invited them to prosecute him for not sending his child to school. That was three weeks ago. So far he has had no reply—not even an acknowledgement in the shape of a call from a visitor in blue. If conditions are as bad elsewhere—and I find that in some districts they are—why bother to raise the school-leaving age until the present fantastic situation has evened itself?

I have noticed lately that when people—tradespeople, hotel servants and others—wish to be excused from observing some of the commoner courtesies they no longer plead "there's a war on." The newest catch-phrase (usually uttered a little breathily) is, "Oh, we don't do that now." There is a certain stale genteelness about the phrase which the older, blunter one lacked, an implication that whatever one has requested is somehow "not done." In a big three-starred hotel in the North recently, for instance, that was the answer I got when I asked the receptionist to telegraph a request for advance reservations for my party at the company's hotel in another town: a highly necessary precaution, as anyone acquainted with wartime travelling well knows, and one with which I am sure even the over-worked postal staffs concerned would have had full sympathy. Little common courtesies like this neither hamper the war effort nor are hindered by the labour shortage. Though they take up a minimum of time, they certainly help to make life easier for hurried and harried business people on their travels. The disturbing thing is that, neglected as they are today, they may be lost for ever in the world after this war. If they are to be resumed—incidentally, will there be a general signal for a resumption of peacetime "good manners"?—it will take fully a generation to "re-educate" our young people in their usage. As the melancholic Wordsworth put it almost a century and a half ago:

> Turn wheresoe'er I may,
> By night or day,
> The things which I have seen I now can see no more.

There must be plenty of people in Britain who will envy Mr. T. P. Bennett his new job. For Mr. Bennett is an architect who is to be responsible for the design of a large number of Britain's post-war public-houses, and part of his job is to go "pub-crawling" round the country—if he will forgive my putting it that way—watching how men and women drinkers behave themselves, whether they prefer to do their drinking standing up or sitting down, so that he may make his plans and designs accordingly. I have no particular fondness for public-houses, preferring to imbibe my few odd pegs, when I can get them, under my own roof or at my club, where I can choose both my time and my company. But the news of Mr. Bennett's scientific Design for Drinking, as it might be termed, is a sign of the times as welcome as it is revolutionary. To most people the words "Gin Palace" conjure up the coarser canvases and engravings of Hogarth, with their eighteenth-century scenes of almost indescribable drunkenness and squalor. Yet such sad scenes have I witnessed in my own youth in Glasgow as well as in the less savoury districts of London, when public-houses in some quarters kept open all day and more than half the night. The new public-house must live up to its old name, while abandoning for ever its tradition of furtiveness and squalor. It must—and will be, I feel—a place for the public of all ages and both sexes, and from which drunkenness and drinking-for-drinking's sake will be banished as it is from most other modern places of entertainment.

Maj.-Gen. F. W. MESSERVY, C.B., D.S.O., whose appointment as commander of the 4th Corps in Burma was announced on March 13, 1945. He commanded the 7th Armoured Division in Libya in 1942. **See also page 661.**

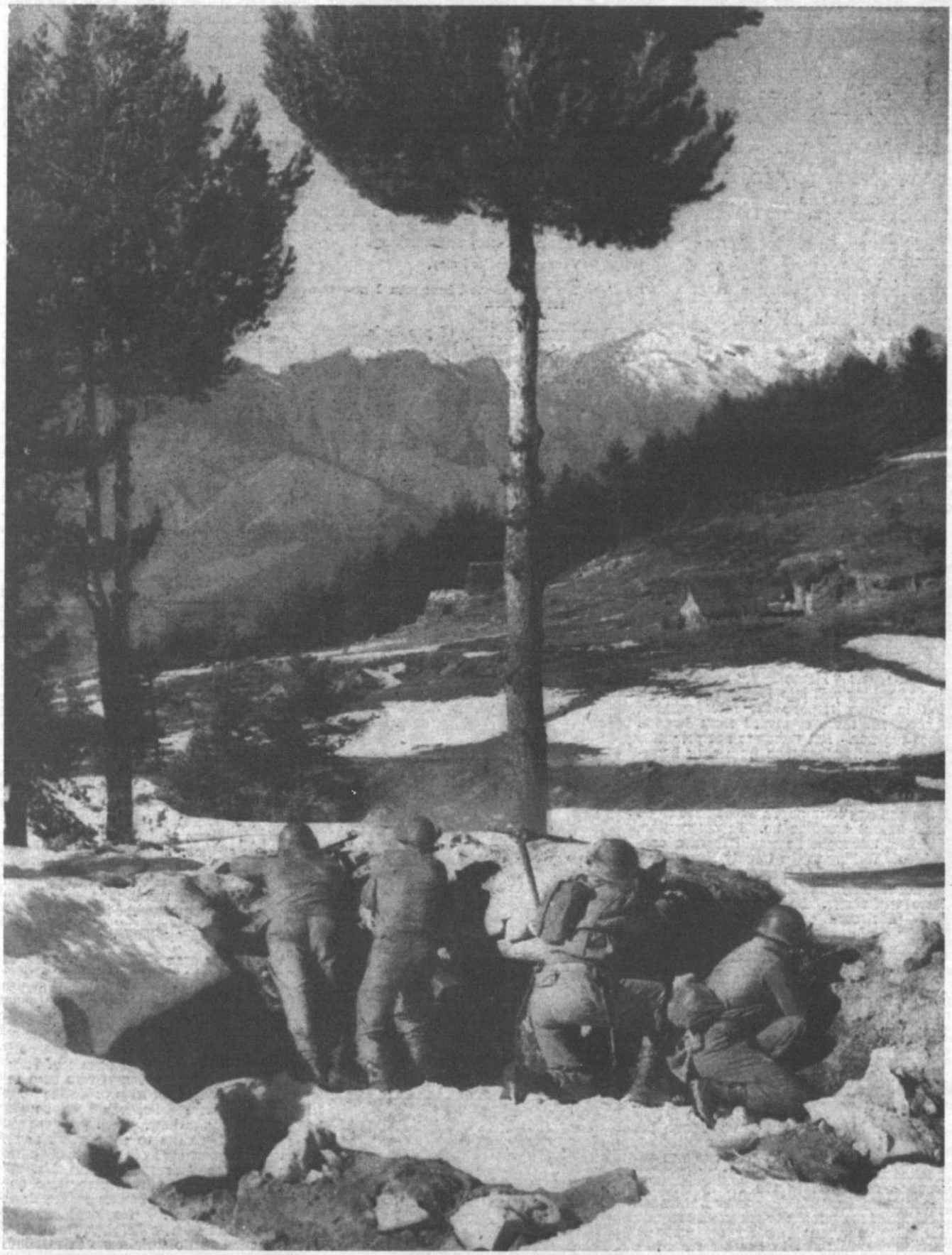
Photo, British Official

I must confess to a certain admiration for the advertiser in The Times newspaper who recently offered for sale a pair of sock-suspenders of "elastic and 14 ct. gold, engine-turned," which had originally cost £20. Diamond studs we all know, and mink coats and other such ostentatious marks of wealth. Sock-suspenders are different. There is a touch of finer breeding about the man who chooses to keep his magnificence secreted so closely to himself or reserved for only the most privileged few. Or did the wearer perhaps practise a studied negligence in crossing his legs so that a glint of the treasure was allowed to peep out to the impressionable world? That he should be obliged to part with so unique a possession is one of the minor tragedies of the war. And who will buy them? I never before heard of anyone wearing second-hand sock-suspenders, however golden. In these times most of us would imagine our own suspenders were on their very last legs in more senses than one.

Respect for authority is generally considered a good thing. It can be overdone. The Germans overdo it. The Americans and the French, on the other hand, are inclined to treat law and order with some contempt. In this country we seem, to me, to hit the happy mean. When we know that rules and regulations are sensible and necessary, we abide by them cheerfully. If we disregard them, it is because they are mere evidence of officialism. I saw an illustration of this the other day at Brighton. The stretch of Marine Parade which had been closed for four years and a half because there were guns there was to be reopened on a Monday for traffic. On the Saturday the roadway had been cleared. But the notices "Road Closed" still remained. I was glad to see that on Sunday, in spite of them, any number of people were getting under the poles set up to keep them out and walking on the promenade that had been shut against them for so long. They saw authority being exercised in a fussy, needless fashion, and they put authority in its place.

A wartime example of American lawlessness is the determination of a number of New Yorkers to evade the order that night clubs must close at twelve o'clock. These inveterate gamblers now frequent unlicensed premises where they can sit up playing cards, or throwing dice or spinning roulette wheels until dawn. These new haunts of folly are run by the sort of persons who used in the days of Prohibition to provide the "speak-easies," where drink could be bought in defiance of the Law. Such pests are always ready in big cities to assist weak and silly men and women to fly in the face of authority. Entrance to their rooms costs 25s. at the lowest, and they take a percentage on the money that passes, besides selling drink at exorbitant prices. No consideration of decency, no wish to help the war effort, no obligation to do their share in meeting the national danger, deters such people as these harpies and the imbeciles they prey on from flouting the Law, if they can. And too often they are able, by bribing the police, to escape the consequences that ought to follow.

Mid Snow and Ice on Europe's Alpine Front



GUARDING THE FRENCH-ITALIAN FRONTIER IN THE MARITIME ALPS a rifle section of the 44th U.S. (Alpine) Brigade is here seen ready for action. Fighting always in snow and ice, this Alpine force has held these strategic heights against the enemy's right flank since the Riviera invasion which began on August 15, 1944. Supplies have had to be transported by mule-train, and a funicular line was constructed between mountain-tops to enable the gunners to get their 75-mm. howitzers to new positions.

Photo, Planet News

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